



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: December 7, 2017 REPORT NO. PC-17-089  
HEARING DATE: December 14, 2017  
SUBJECT: CARROL CANYON MIXED USE. Process Five Decision  
PROJECT NUMBER: [240716](#)  
OWNER/APPLICANT: Horizon Christian Fellowship/Owner  
Sudberry Development, Inc./Applicant (Attachment 15)

### SUMMARY

Issue: Should the Planning Commission recommend the City Council approve, deny or modify a 260-multiple-unit residential development with 10,700 square feet of commercial space located at 9850 Carroll Canyon Road in the Scripps Miramar Ranch Community Plan area?

#### Staff Recommendation:

1. Recommend the City Council **Certify** Environmental Impact Report No. 240716 and **Adopt** the Mitigation, Monitoring, and Reporting Program, Findings and Statement of Overriding Considerations; and
2. Recommend the City Council **Approve** Rezone No. 979194;
3. Recommend the City Council **Approve** General Plan and Community Plan Amendment No. 979191;
4. Recommend the City Council **Approve** Vesting Tentative Map No. 979190; and
5. Recommend the City Council **Approve** Planned Development Permit No. 1000051.

Community Planning Group Recommendation: The Scripps Miramar Ranch Planning Group, on July 6, 2017 voted 10-9-0 to recommend approval of the project. Since this was not a majority of the membership, the motion failed.

Environmental Review: An Environmental Impact Report No. 240716 (SCH No. 2015081031) has been prepared for the project in accordance with state of California Environmental

Quality Act (CEQA) Guidelines. A Mitigation Monitoring and Reporting Program has been prepared and will be implemented which will reduce, to below a level of significance, any potential impacts identified in the environmental review process.

Fiscal Impact Statement: No fiscal impact. All costs associated with the processing of the application are recovered through a deposit account funded by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: The Scripps Miramar Ranch Community Plan designates the 9.28-net-acre project site at 9850 Carroll Canyon Road for Industrial Park development. The proposed community plan amendment would designate the site for Residential and Community Shopping to facilitate construction of 260 multi-family dwelling units.

## BACKGROUND

The proposed project site is designated by the Scripps Miramar Ranch Community Plan for Industrial development (Attachment 2). The site is located at 9850 Carroll Canyon Road (Attachments 1-3). The site was previously developed with two buildings, landscaping and off-street parking (Attachment 1). Of the approximately 9.52-gross-acre site, the project will be constructed on a 9.28-net-acre site. A Conditional Use Permit (No. 170632) was approved by the Hearing Officer on January 25, 2006 to allow the remodel of, and addition to, the two existing buildings for a church which included a sanctuary, coffee shop, bookstore, nursery, administrative offices, multipurpose and class rooms and other support uses. A second Conditional Use Permit (No. 607990) was approved by the Hearing Officer on July 8, 2009 to allow a church and school in the existing buildings and to make modifications to the buildings. These Conditional Use Permits were never vested and have since expired.

## DISCUSSION

### Project Description:

The Carroll Canyon Mixed-Use project proposes demolition of the existing office complex and construction of a mixed-use development that would include multi-family residential units, small retail shops, and restaurants. The existing 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space. The project will add one westbound lane on Carroll Canyon Road adjacent to the project site and will construct a traffic signal on Carroll Canyon Road at the project's primary driveway, along with widening and improving this new signalized intersection. The project provides 528 parking spaces in a parking structure and surface parking lots, where 503 parking spaces are required.

### Required Approvals:

The project requires a General Plan Amendment to change the current land use designation from

Industrial Employment to Residential and Commercial Employment, Retail and Services and a Community Plan Amendment to change the current land use designation from Industrial Park to Residential (15-29 dwelling units per net acre) and Community Shopping. The proposed project also requires a Rezone for the project site from IP-2-1

(Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a Planned Development Permit (PDP) to allow deviations to maximum wall heights, minimum street frontage, residential sign restrictions, minimum lot area, minimum lot width, setbacks, lot frontage, and maximum building height and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a Vesting Tentative Map.

#### Climate Action Plan:

A Climate Action Plan (CAP) Consistency Checklist was prepared by the applicant and the project was determined to be in conformance with the CAP. CAP Implementation Strategies for the project include locating the project near bus transit and providing mixed uses on-site. The site is located along a bus route (964) that connects to the Mira Mesa Mall, other transit routes and Aliant University. The provision of multiple uses on-site also reduces the need for trips to multiple locations. The project proposes a mix of residential and commercial space, providing living opportunities near industrial sites and a restaurant near residential, commercial and industrial uses. The proposed rezone and community plan amendment would allow the proposed project and would result in a less Green House Gas-intensive project than what is allowed by the existing zoning and land use designation. The project also is located between two Transit Priority Areas. Therefore, the project's site location, mix of uses, access to transit and adjacency to two Transit Priority Areas provides consistency with the CAP implementation strategies.

#### Community Plan Analysis:

### **Carroll Canyon Mixed-Use - Community Plan Consistency Analysis General Plan and Community Plan Land Use**

The General/Community Plan Amendment proposes redesignating the 9.52-gross-acre (9.28-net-acre) subject site in the Scripps Miramar Ranch Community Plan from Industrial Park to Residential (15-29 du/ac) for 6.19 acres and from Industrial Park to Community Shopping for the remaining 3.33 acres to facilitate a mixed-use development.

This amendment would also redesignate 6.19 of the 9.52-acres in the General Plan from Industrial Employment to Residential and 3.33 acres from Industrial Employment to Commercial Employment, Retail & Services. The General Plan has a policy to, "Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended (LU-C.3)." The proposed amendment would implement this policy through the addition of approximately 260 dwelling units.

The Commercial Element of the Scripps Miramar Ranch Community Plan states that community residents presently rely on commercial facilities in Mira Mesa and other communities for many of their shopping needs, and that as the community population increases, further development market

demands will encourage development of additional commercial facilities. The proposed project would fulfill the added demand for commercial facilities brought about by recent development, including the proposed project and implement an objective to provide sufficient commercial area to meet the present and future needs of the community. The Residential Element of the Community Plan has an objective to encourage quality design of family-oriented homes emphasizing usable outdoor living areas that would be implemented by the project, which would feature extensive usable, private outdoor space provided by decks, as well as outdoor plazas, a pool and a gym.

## **General Plan (GP)**

### **Collocation/Conversion Suitability Factors Analysis**

The site, is identified as "Other Industrial" land in the General Plan and is located across the street from an area of Prime Industrial Land as shown on General Plan Figure EP-1. The General Plan states that the "diminishing supply of industrial land is a potential challenge to the growth and retention of base sector industries providing middle income jobs (page EP-5)." However, the General Plan also states that, "some of the industrial areas outside of Prime Industrial lands could convert to other non-industrial uses, such as commercial and residential uses, after an analysis of relevant factors to determine if the property could still feasibly support industrial uses and is appropriate for the use requested (page EP-9)." In areas not identified as Prime, such as the subject site, the General Plan (Policy EP-A.16) provides direction to evaluate the Collocation/Conversion Suitability Factors to ensure that other viable industrial areas are protected when considering residential conversion or collocation in non-prime industrial land areas. As this plan amendment would convert land designated as "other industrial" to residential and commercial use, the applicant has submitted their Collocation/Conversion Suitability Factors Analysis for this proposal. The analysis addressed three geographic development areas with the proposed development located in Area 1.

Staff's review of the Collocation/Conversion Suitability Factors Analysis by the applicant concluded that:

- There are no land use conflicts preventing the location of a mixed-use project on the subject site because the location of a high school north of Area 1 involves sensitive receptors which caused an Other Industrial indication to be applied to Area 1. Therefore, traditional industrial businesses are unlikely to locate in Area 1.
- Commercial/office encroachment has already occurred in Area 1; and therefore, removal of the subject site from the Other Industrial indication would not erode Area 1's Other Industrial indication. And because commercial office is already present, no land use conflicts from proposed mixed-use would occur.
- The small-scale commercial component of the proposed mixed-use project would support the employment-base uses in the project area and buffer the residential/commercial project from those businesses with a Prime Industrial indication located in Areas 2 and 3. The proposed density of 15-29 du/ac is the highest density in the community plan and would justify a change in land use.

## **Economic Prosperity**



Economic Prosperity Element policy EP-A.6 states, "Provide for the establishment or retention of non-base sector employment uses to serve base sector industries and community needs and encourage the development of small businesses. To the extent possible, consider locating these types of employment uses near housing..." The proposed mixed-use development would implement this policy by providing housing in conjunction with non-base sector support commercial uses that could serve the adjacent base sector tenants in the business park. Previously, the applicant commissioned a study (Commercial Market Analysis) for a commercial project on the subject site which indicated that smaller-scale commercial spaces (between 1,000 and 5,000 square feet), similar to what is proposed by this project, are in demand. Smaller-scale retail space, such as the 10,700 square feet of total commercial space proposed, could also help support the employment-base users in the project area. Policy EP-B.8 for neighborhood commercial areas states, "Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible." The proposed project would implement this policy by proposing new commercial activities within the same development, within walking distance of the proposed residential units.

### **Mobility**

The proposed project would implement a goal for walkable communities by enabling, "greater walkability achieved through pedestrian-friendly street, site and building design" by incorporating a site design that promotes pedestrian activity through an interconnected system of paths and walkways throughout the site with plazas and gathering places. A new traffic signal at the site's primary entrance would also control site access, minimizing conflicts between vehicles and pedestrians. Street trees are proposed to define vehicle/pedestrian spaces and to provide shade and scale to the street scene with a new, non-contiguous sidewalk along Carroll Canyon Road. The proposed project design includes lighting along walkways that would illuminate access points throughout the project and its parking areas along with curb ramps that would provide accessibility. These design features would implement General Plan policy for ME-A.1 regarding safety and accessibility. Policy ME-A.1 states "to design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions." The proposed project would include the construction of a raised median on Carroll Canyon Road, which would reduce vehicular conflicts by not allowing left turns to block through traffic and would allow a higher volume of traffic to pass through, as the proposed project's added traffic from the residential commercial components would increase the queue along Carroll Canyon Road adjacent to the I-15 freeway. The project's incorporation of a proposed traffic signal at the site's primary entrance would also implement policy ME-C.4 (a) for optimizing traffic signal timing and coordination to improve circulation. The proposed project would also provide 68 bicycle parking spaces on-site in the form of bicycle racks dispersed throughout the site to complement the existing class 2 bicycle lane located along Carroll Canyon Road that would connect the proposed project with the regional bicycle network.

### **Urban Design**

The proposed project would implement an urban design goal for, "a pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction,

and that respects desirable community character and context.” This would be implemented partly through the scale of the proposed development that provides visual diversity while maintaining the existing community character and context. Neighboring buildings in the “Other Industrial” area east of the subject site are approximately 40 feet in height. The maximum height of the proposed residential buildings are 50 feet and the proposed retail buildings are a maximum of 35 feet in height.

The proposed project would stagger lower scale commercial buildings along Carroll Canyon Road and taller residential buildings to the rear of the project site, consistent with a pedestrian scale along the public right-of-way, implementing Urban Design policy UD-A.6 which recommends locating buildings on the site so that they reinforce street frontages. Open plazas adjacent to areas within the proposed project planned for restaurants and retail services would provide facilities and opportunities for social interaction, implementing policy UD-B.8 (a) which calls for designing attractive recreational facilities, common facilities, and open space that can be easily accessed by residents in the proposed development. Exterior finish materials proposed include stucco, aluminum columns, composite siding, stone veneers and glass fenestration, which would be in keeping with the texture and building materials of existing light industrial development and the commercial development at Eucalyptus Square to the south.

Varied rooflines and facades detailed with canopies would implement policy UD.A.5, to design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. The proposal would implement policy UD-B.4 which recommends creating street frontages with architectural and landscape interest for both pedestrian and neighboring residents, through a design that defines the streetscape and provides pedestrian shade, by locating smaller, retail buildings with associated landscaping and community theme trees along Carroll Canyon Road. Project landscaping would also enhance wayfinding and promote the visual aesthetic of the proposed project.

### **Public Facilities, Services and Safety**

Scripps Miramar Ranch is an urbanized community and public services including water, sewer, electricity, fire, police, library, parks and schools are available in the community to service the proposed project. According to the project EIR the proposed project has the potential to result in the need for additional school facilities, particularly at the middle and high school levels. As such, the project would be required to pay school fees in compliance with California Government Code Section 65995 et seq.

### **Recreation**

According to the General Plan, the purpose of recreation is to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users. A number of parks, mini parks and joint use areas, as well as a library and recreation center also serve the area. The proposed 260 residential dwelling units require 1.9 useable population-based acres to meet the General Plan guideline for population-based parks. As the population-based acreage requirement is not being provided on-site, the park portion of the current

Facilities Benefit Assessment is to be paid at time of building permit issuance, implementing GP policy RE-A.17 which recommends ensuring that all development impact fees and assessment collected for the acquisition and development of population-based parks and recreation facilities be used for appropriate purposes in a timely manner. This action would implement additional policies, including, RE-A.6 which calls for pursuit of opportunities to develop population-based parks and RE-A.8 which calls for the provision population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents. The proposed project includes a pool, a deck, two public plazas and a lounge at the divide between the commercial and residential components, which would provide private open space to serve the development's residents and their guests, implementing GP policy RE-A.10 which recommends encouraging private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks to supplement population-based parks.

### **Conservation**

The Community Plan Amendment Issues Analysis indicates the project would provide energy and conservation efficient features and implement policies regarding sustainable building techniques.

### **Noise**

General Plan noise guidelines were consulted to ensure the proposed project's compatibility with existing and future noise levels. Traffic volumes on adjacent streets and the I-15 freeway would require attenuation measures for motor vehicle noise that would reduce interior noise levels for residential use to a level of 45 dB CNEL, consistent with General Plan policy NE-A.2 and Table NE-3 Land Use – Noise Compatibility Guidelines. The proposed project would meet a goal for commercial and mixed-use activity to encourage design and construction of commercial and mixed-use structures that incorporate attenuation measures to minimize excessive noise to residential and other noise-sensitive land uses. The service areas of the proposed retail pads of the project would be located on the southwest and southeast corners of the project site, furthest from the proposed residential units, and would implement noise policy NE-A.2. Scripps Ranch High School is located immediately north of the subject site and sponsors football games and other activities on an intermittent basis. Since no 24-hour average noise measurement, as with CNEL, is measured for these activities, potential future residents of the project would typically be made aware of event noise stemming from the high school through disclosure at time of purchase.

### **Scripps Miramar Ranch (SMR) Community Plan**

The Residential Element has an objective to encourage quality design of family-oriented homes emphasizing usable outdoor living areas on the home sites. The proposed project would feature private and communal useable outdoor living space in the form of outdoor decks in the residential component and various gathering spaces throughout the commercial component. Other objectives call for high standards of design, material and workmanship in construction and to integrate open space areas in residential developments to provide continuous open space systems wherever possible. The proposed project would implement these objectives through a mixed-use project of quality design that would be constructed with high quality materials and incorporate useable private

open space and pedestrian paths.

The Commercial Element discusses how community residents presently rely on commercial facilities in Mira Mesa and other communities for many of their shopping needs and has objectives to provide sufficient commercial area to meet the present and future needs of the community. The commercial component of the project could also support project residents and surrounding industrial users implementing an element objective for compatibility with surrounding land uses.

The Industrial Element of the SMR Community Plan identifies the subject site for Industrial Park use. The general objective of the Industrial Element of the community plan is to encourage the development of a prestigious industrial park which minimizes pollution and provides desirable employment opportunities. Additional plan objectives include: to protect areas designated for industrial use from encroachment by incompatible land uses and to encourage the development of industries which would provide desirable employment opportunities within Scripps Miramar Ranch. The proposed community plan amendment would redesignate the site from Industrial Park to Residential and Community Shopping designations and could make attainment of those objectives infeasible, as the project site would no longer accommodate industrial use. However, the Residential and Commercial elements of the community plan contain objectives that could be met through the proposed plan amendment, such as those mentioned under the Residential and Commercial Element discussion of the community plan, as well as in the Collocation/Conversion analysis under the General Plan Consistency discussion.

The Scripps Miramar Ranch plan goals for Schools, Public Facilities and Services Elements share several commonalities with those for the General Plan.

The Transportation Element has an objective to alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15. The proposed project would contribute to this objective by incorporating an additional lane to the northbound ramp from Carroll Canyon Road to the I-15. Also, the proposed project would further contribute to this objective through construction of a raised median on Carroll Canyon Road, which would reduce vehicular conflicts by not allowing left turns to block through traffic and allow a higher volume of traffic to pass through. For more information refer to Mobility discussion under the General Plan Consistency discussion.

The Design Element has proposals for architectural form and character, which recommend large-scale buildings to be set back from the brow of the hillside and for new buildings to be of the highest quality design. The Design Element also recommends where buildings of different mass and scale occur near one another, that varying setbacks and buffers be provided in order to protect the smaller scale buildings. The proposed project would stagger lower scale commercial buildings along Carroll Canyon Road and taller residential buildings to the rear of the project site, implementing this proposal for larger-scale buildings to be setback and buffered. Landscaping would further buffer and define the residential component. The proposed project would include a high quality residential product featuring a contemporary design with stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. The smaller-scale commercial buildings would be articulated with

canopies, lifestyle graphic panels, and varied building materials reinforcing the street frontage.

The Community Environment Element has objectives to ensure a desirable, healthful and comfortable living and working environment for Scripps Miramar Ranch while preserving the community's valuable natural resources and amenities. The proposal would implement this objective through minimization of on-site eucalyptus removal in conjunction with new eucalyptus plantings. Another objective is for new concepts in housing design to be encouraged in order to conserve water and energy. The project would implement this proposal through a design constructed to Title 24 standards ensuring compliance with State sustainable building practices and energy efficiency.

Deviations:

The proposed development complies with the regulations of the Land Development Code. Pursuant to Section 126.0602(b)(1), a Planned Development Permit is requested to allow for deviations to maximum wall heights, minimum street frontage, residential sign restrictions, minimum lot area, minimum lot width, setbacks, lot frontage, and maximum building height and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours. The project's proposed deviations are listed and described in table below:

	<b>APPLICABLE REGULATION</b>	<b>PROPOSED DEVIATION</b>	<b>PURPOSE FOR DEVIATION</b>																													
1	<i>Maximum wall height:</i> Six feet SDMC Section 142.0340	<i>Proposed wall height:</i> Eight feet (at the west edge of the property, 630 feet in length)	Provides additional sound attenuation.																													
2	<i>Maximum wall height:</i> Six feet SDMC Section 142.0340	<i>Proposed wall height:</i> Seven feet (at the east edge of the property, 100 feet in length)	Accommodates grade changes and level pad.																													
3	<i>Maximum building height:</i> 40 feet SDMC Table 131-04G	<i>Proposed building height:</i> 50 feet (in the RM-3-7 zoned portion of the property)	Accommodates proposed density of 29 dwelling units per acre.																													
4	<i>Minimum street frontage:</i> RM-3-7: 70 feet <i>Minimum street frontage:</i> CC-2-3: 100 feet SDMC Table 131-04G SDMC Table 131-05E	<p>Proposed Deviations from Minimum Lot Frontage</p> <table border="1"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>34 ft.</td> </tr> <tr> <td>3</td> <td>70 ft.</td> <td>0 ft.</td> <td>N/A</td> <td>--</td> </tr> <tr> <td>5</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>29 ft.</td> </tr> <tr> <td>6</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>32 ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	Accommodates the proposed mixed-use development and an interior lot configuration.
Lot No.	RM-3-7			CC-2-3																												
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1	N/A	--	100 ft.	34 ft.																												
3	70 ft.	0 ft.	N/A	--																												
5	N/A	--	100 ft.	29 ft.																												
6	N/A	--	100 ft.	32 ft.																												
5	<i>Minimum setback:</i> 57.5 feet SDMC Table 131-04G	<i>Proposed setback:</i> 46 feet, ten inches (west property line) 50 feet eight inches and 51 feet, six inches (east property line)	Allows for efficient use of the property.																													
6	<i>Maximum wall height:</i> Six feet SDMC Section 142.0340	<i>Proposed wall height:</i> Eight feet (solid trash enclosure walls)	To provide better screening and additional security.																													

	<b>APPLICABLE REGULATION</b>	<b>PROPOSED DEVIATION</b>	<b>PURPOSE FOR DEVIATION</b>																													
7	<i>Residential signs for property identification, yard sale, and real estate</i> (Commercial signs in the RM-3-7 zone not addressed by the City's Sign Regulations)	<i>Proposed signs/area:</i> Signage for commercial uses in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6.	Allows commercial signage to serve the proposed commercial retail/restaurant uses.																													
8	<i>Minimum lot area, RM-3-7:</i> 7,000 square feet. <i>Minimum lot area, CC-2-3:</i> 5,000 square feet. SDMC Table 131-04G SDMC Table 131-05E	<p>Proposed Deviations from Minimum Lot Area</p> <table border="1"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>--</td> <td></td> <td>3,000 sq. ft.</td> </tr> <tr> <td>5</td> <td>7,000 sq. ft.</td> <td>--</td> <td>5,000 sq. ft.</td> <td>4,200 sq. ft.</td> </tr> <tr> <td>6</td> <td></td> <td>5,800 sq. ft.</td> <td></td> <td>4,500 sq. ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1		--		3,000 sq. ft.	5	7,000 sq. ft.	--	5,000 sq. ft.	4,200 sq. ft.	6		5,800 sq. ft.		4,500 sq. ft.	To provide public street frontage and meet lot area requirements for integration of residential and commercial uses.					
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6		5,800 sq. ft.		4,500 sq. ft.																												
9	<i>Minimum lot width, RM-3-7:</i> 70 feet. <i>Minimum lot width, CC-2-3:</i> 100 feet. SDMC Table 131-04G SDMC Table 131-05E	<i>Proposed lot width for panhandle portions of lots:</i> 34 feet (Lot 1) 29 feet (Lot 5) 32 feet (Lot 6) (Lots 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones)	To accommodate panhandle lots.																													
10	<i>Minimum lot frontage, RM-3-7:</i> 70 feet. <i>Minimum lot width, CC-2-3:</i> 100 feet. SDMC Table 131-04G SDMC Table 131-05E	<p>Lots 1, 5, and 6 have narrow lot frontages on Carroll Canyon Road (within the CC-2-3 zone), and Lot 3 (within the RM-3-7 zone) has no lot frontage on Carroll Canyon Road. Proposed deviations:</p> <p>Proposed Deviations from Minimum Lot Frontage</p> <table border="1"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>34 ft.</td> </tr> <tr> <td>3</td> <td>70 ft.</td> <td>0 ft.</td> <td>N/A</td> <td>--</td> </tr> <tr> <td>5</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>29 ft.</td> </tr> <tr> <td>6</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>32 ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	To accommodate the mixed-use development.
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11	Restaurants are not permitted in the RM-3-7 Zone. SDMC Section 131.0431(b).	Project proposes a restaurant in the RM-3-7 portion of the project site.	The deviation would allow a restaurant serving residents and patrons of the residential/mixed use project.																													

Deviations are proposed to ensure that noise levels do not exceed City standards (Deviation 1), for construction of retaining walls to accommodate site grading (Deviation 2), to allow for lot

configuration and street frontage (Deviations 4, 5, 9 and 10), to respond to the design needs of the project (Deviations 3, 6, and 7), and to allow for the integration of residential and commercial uses (Deviation 8). The provision of a restaurant in the residential zone (Deviation 11) will allow a restaurant serving residents and patrons of the residential/mixed use project. These deviations are necessary to allow for development of the project site in a manner that is consistent with the Scripps Miramar Ranch Community Plan, meet the regulations of the City's Land Development Code, and result in a better project. Therefore, the proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone; and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

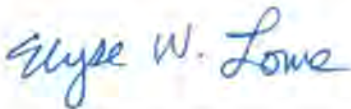
Conclusion:

The project will be consistent with elements of the General Plan and the Scripps Miramar Ranch Community Plan. The requested deviations would produce a better project for this site than if the project were to strictly adhere to the San Diego Municipal Code regulations. In addition, the project would have minimal impacts to natural resources, would provide an in-fill development at a strategically located site at the gateway to the Scripps Miramar Ranch Community, provide for needed housing in the region, provide small-scale commercial uses serving nearby residential development, provide mixed-use development to a nearby employment base, would promote multi-modal transportation and access to transit, would be consistent with the community character and would assist in meeting the City's goals of managing greenhouse gases. Therefore, staff is recommending that the Planning Commission recommend the City Council of the City of San Diego approve the proposed development.

ALTERNATIVES

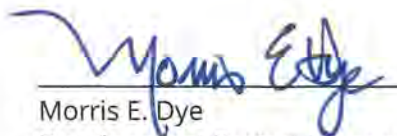
1. Approve Rezone No. 979194, General and Community Plan Amendment No. 979191, Vesting Tentative Map No. 979190 and Planned Development Permit No. 1000051, with modifications.
2. Deny Rezone No. 979194, General and Community Plan Amendment No. 979191, Vesting Tentative Map No. 979190 and Planned Development Permit No. 1000051, if the findings required to approve the project cannot be affirmed.

Respectfully submitted,



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Elyse W. Lowe  
Deputy Director  
Development Services Department



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Morris E. Dye  
Development Project Manager  
Development Services Department



Tai Galloway  
Program Manager  
Planning Department

VACCHI: MDye

Attachments:

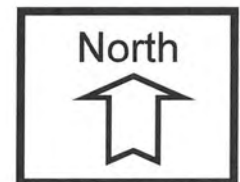
1. Aerial Photographs
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Draft Permit Resolution with Findings
6. Draft Permit with Conditions
7. Draft Vesting Tentative Map Resolution with Findings
8. Draft Vesting Tentative Map Conditions
9. Draft Environmental Impact Report Resolution with MMRP
10. Draft Ordinance
11. Draft Community Plan Amendment
12. Rezone Exhibit
13. Project Plans/Vesting Tentative Map
14. Community Planning Group Recommendation
15. Ownership Disclosure Statement





## Aerial Photo

Carroll Canyon Mixed Use/9850 Carroll Canyon Road  
PROJECT NO. 240716







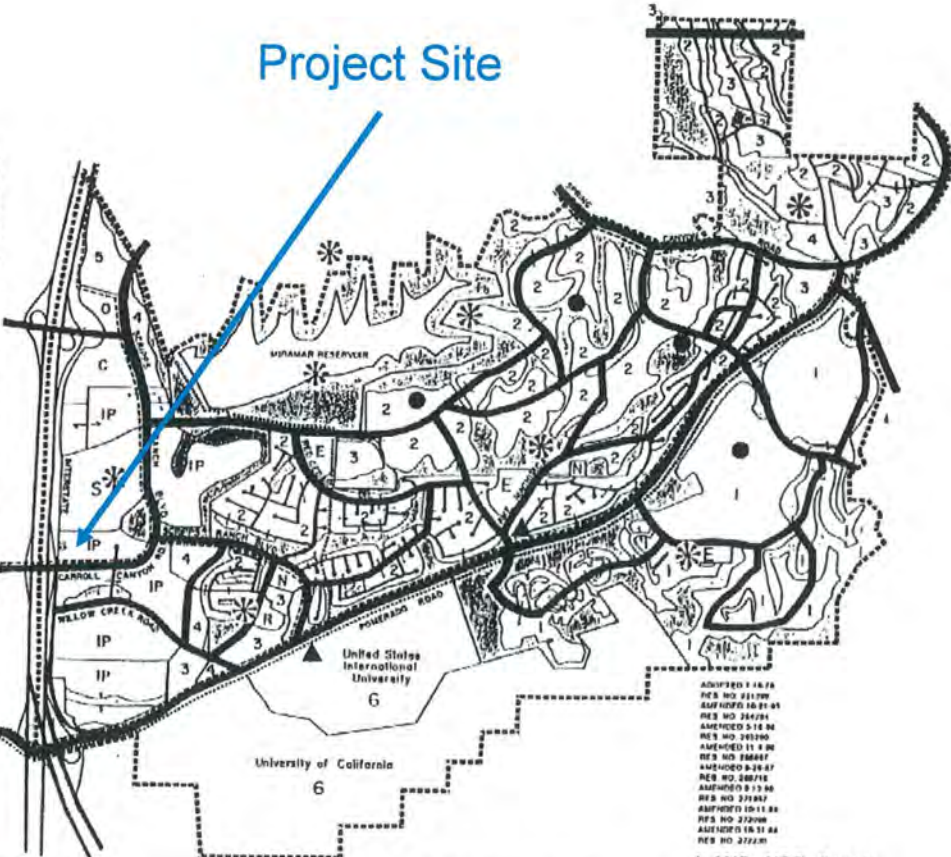




Project Site

LEGEND

- Residential 0.3 DU/Net AC [1]
- Residential 3-5 DU/Net AC [2]
- Residential 5-10 DU/Net AC [3]
- Residential 10-15 DU/Net AC [4]
- Residential 15-25 DU/Net AC [5]
- Existing Commercial Recreation [R]
- Community Shopping [C]
- Neighborhood Shopping [N]
- Professional Offices [O]
- Industrial Park [IP]
- Park \*
- Tot Lot [●]
- Open Space [EAS]
- Elementary School [E]
- Secondary School [S]
- University [U]
- Major Linking Road [---]
- Skeway [---]
- County Boundary [---]
- Possible Fire Station Site [▲]



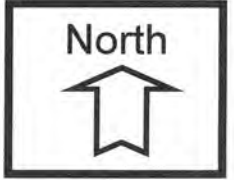
ADOPTED 1-18-78  
 RES. NO. 21100  
 SUPP. RES. 10-21-81  
 RES. NO. 21621  
 AMENDED 5-15-84  
 RES. NO. 20330  
 AMENDED 11-4-86  
 RES. NO. 22847  
 AMENDED 6-28-87  
 RES. NO. 23070  
 AMENDED 8-13-88  
 RES. NO. 21987  
 AMENDED 10-11-88  
 RES. NO. 22208  
 AMENDED 10-11-88  
 RES. NO. 22228

LAND USE PLAN  
 SCRIPPS MIRAMAR RANCH COMMUNITY PLAN



Land Use Map

Carroll Canyon Mixed Use/9850 Carroll Canyon Road  
 PROJECT NO. 240716

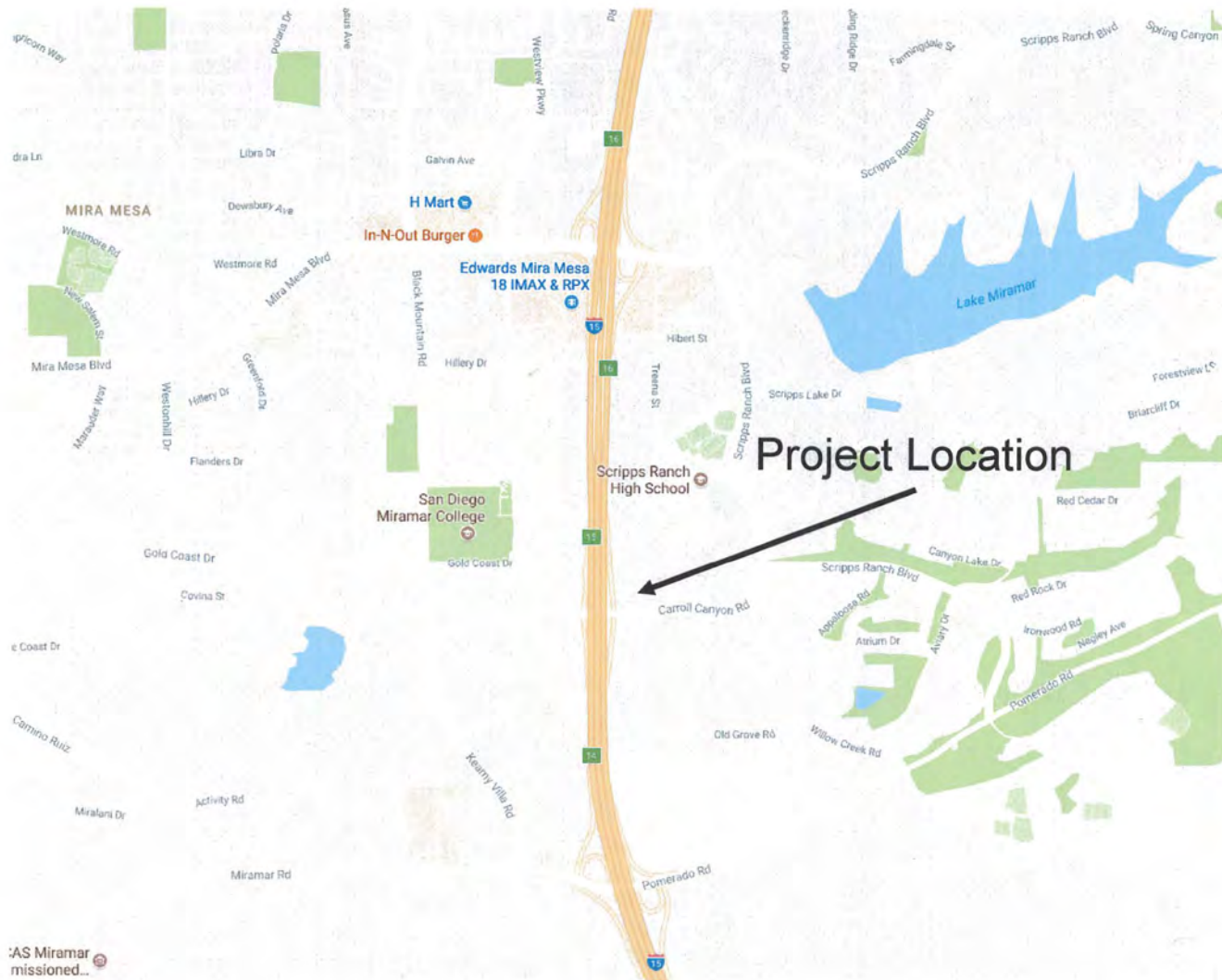










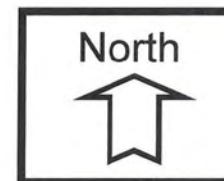


AS Miramar  
missioned...



## Project Location Map

Carroll Canyon Mixed Use/9850 Carroll Canyon Road  
PROJECT NO. 420716









## PROJECT DATA SHEET

<b>PROJECT NAME:</b>	Carroll Canyon Mixed Use	
<b>PROJECT DESCRIPTION:</b>	SCRIPPS MIRAMAR RANCH Community Plan Amendment, Rezone, Planned Development Permit and Vesting Tentative Map (Process 5) to demolish the existing structures and construct a mixed use project with 260 residential multi-family units and 10,700 square feet of commercial retail on an 9.28-acre lot at 9850 Carroll Canyon Road.	
<b>COMMUNITY PLAN AREA:</b>	SCRIPPS MIRAMAR RANCH Community Plan	
<b>DISCRETIONARY ACTIONS:</b>	CPA/PDP/VTM/Rezone	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Proposed change from Industrial Park to Residential/Community Shopping.	
<b>ZONING INFORMATION:</b>		
<b>ZONE:</b>	Proposed to change from IP-2-1 to RM-3-7 and CC-2-3	
<b>HEIGHT LIMIT:</b>	40 Feet, 50 Feet proposed.	
<b>LOT SIZE:</b>	9.52 Gross Acres, 9.28 Net Acres	
<b>FLOOR AREA RATIO:</b>	CC-2-3 Zone: 0.11, RM-3-7 Zone: 1.19.	
<b>FRONT SETBACK:</b>	NA	
<b>SIDE SETBACK:</b>	57.5 feet required, 46.6 feet west side, 51.5 feet east side provided.	
<b>STREETSIDE SETBACK:</b>	NA	
<b>REAR SETBACK:</b>	NA	
<b>PARKING:</b>	503 required, 528 provided	
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
<b>NORTH:</b>	Agricultural, A-1-10	Drainage Channel
<b>SOUTH:</b>	Industrial Park, M-IP;	Commercial Office
<b>EAST:</b>	Industrial Park, M-IP;	Commercial Office
<b>WEST:</b>	Interstate 15 Freeway	Interstate 15 Freeway
<b>DEVIATION REQUESTED:</b>	Maximum Wall Heights, Setbacks, Street & Lot Frontage, Lot Area, Lot Width, Building Height, Signs in Residential, Restaurant in Residential Zone RM-3-7.	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	On July 6, 2017, the Scripps Ranch Planning Group voted 10-9-0 to recommend approval of the project without conditions. Motion failed.	









CITY COUNCIL RESOLUTION NO. \_\_\_\_\_  
PLANNED DEVELOPMENT PERMIT  
**CARROLL CANYON MIXED USE - PROJECT NO. 240716**  
**[MMRP]**

WHEREAS, Horizon Christian Fellowship, Owner/Sudberry Development Inc., Permittee, filed an application with the City of San Diego for Planned Development Permit No. 1000051 to demolish the structures on site and construct a development consisting of up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space, known as the Carroll Canyon Mixed Use project, located at 9850 Carroll Canyon Road within the Scripps Miramar Ranch Community Plan area and legally described as: Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East,

15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning, in the IP-2-1 zone, which is proposed to be rezoned to the RM-3-7 (Residential-Multiple Unit) and the CC-2-3 zones;; in the Scripps Miramar Ranch Community Plan area; and

WHEREAS, on December 14, 2017 the Planning Commission of the City of San Diego considered Planned Development Permit (PDP) No. 1000051, and pursuant to Resolution No. \_\_\_\_\_-PC voted to recommend approval of the Permit; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the matter was set for public hearing on \_\_\_\_\_, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Planned Development Permit (PDP) No. 1000051:

**A. PLANNED DEVELOPMENT PERMIT 126.0604**

**1. Findings for all Planned Development Permits:**

**a. The proposed development will not adversely affect the applicable land use plan.**

The project is located in the Scripps Miramar Ranch Community Plan area. The Community Plan identifies the project site for Industrial Park uses. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. The Scripps Miramar Ranch Community Plan does not contain any goals, objectives, or proposals to preserve industrial lands within the community.

The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The project would create additional multi-family housing, adding to the housing variety in the community, and add community shopping located in close proximity to employment uses and in an area with few housing development opportunities. Another Community Plan goal is to provide sufficient commercial area to meet the present and future needs of the community. The project would create additional community-serving commercial options and would provide for retail commercial services near residential uses and adjacent business parks, eliminating some vehicular trips and potentially reducing vehicle miles travelled outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch as the proposed buildings will better address the Carroll Canyon Road than the existing buildings. The pedestrian experience will be enhanced by the provision of new sidewalks and identified street crossings, resulting in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan that encourage high design standards for residential and commercial projects.

The Scripps Miramar Ranch Community Plan recommends preserving eucalyptus trees as an element for historical continuity and overall community design. The Design Element of the Community Plan states that all forested areas be defined on tentative maps and other development plans and asks for eucalyptus tree removal justification for trees with a diameter exceeding eight inches. In addition, the Community Plan's Commercial Element encourages eucalyptus trees in commercial area landscaping, recommends that landscaping in new developments emphasize the use of eucalyptus species, and that a variety of eucalyptus species should be used in landscaping. The project's Inventory of Eucalyptus Trees documents forested areas of eucalyptus, as well as the number of individual eucalyptus trees located throughout the development area. This inventory shows the project would remove 92 trees within the two forested areas of the project site and all of the individual trees located within the developed portions of the site. Some eucalyptus trees within the forested areas need removal due to disease or other factors. However, the project would preserve 16 existing eucalyptus trees within the site's forested areas and would plant 18 new eucalyptus trees in three species as shown in the project's Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project is consistent with the Community Plan's goal of preserving the heritage of the community. Planting a variety of new, pedestrian-friendly eucalyptus

species on the project site conforms with Community Plan recommendations, enhances the landscape elements of the project, continues the community's historical continuity and creates eucalyptus tree areas that add to the overall community design. As the project is designed to be consistent with the Scripps Miramar Ranch Community Plan as described above, the proposed development will not adversely affect the applicable land use plan.

**b. The proposed development will not be detrimental to the public health, safety, and welfare.**

The project site promotes public welfare by providing an in-fill mixed-use project near public transit and near other public services and facilities. Additionally, the project site is within walking distance of nearby business parks, offices, light industrial developments, and restaurants. As the project design complies with the City of San Diego Land Development Code and other regional, state, and federal regulations it will prevent detrimental impacts to the health, safety, and welfare site users and the general public. These requirements ensure that streets and sidewalks are built consistent with City standards, and that grading and drainage provide for storm water control and treatment. The project will ensure safe construction activities and will provide appropriate lighting and landscaping for the project, enhancing public safety. Project construction will comply with the Uniform Building, Fire, Plumbing, Electrical, and Mechanical Codes, further ensuring public safety. Additionally, the project would utilize reclaimed water for irrigating landscaped areas, enhancing public welfare by reducing water usage in the community. As the project will provide an in-fill, mixed-use development adhering to Land Development Regulations, provide improved streets and sidewalks, adhere to storm water requirements, and reduce water usage, the proposed development will not be detrimental to the public health, safety and welfare.

**c. The proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone; and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.**

The proposed development complies with the regulations of the Land Development Code. Pursuant to Section 126.0602(b)(1), a Planned Development Permit is requested to allow for deviations to maximum wall heights, minimum street frontage, residential sign restrictions, minimum lot area, minimum lot width, setbacks, lot frontage, and maximum building height and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours. The project's proposed deviations are listed and described in table below:



**ATTACHMENT 5**

	<b>APPLICABLE REGULATION</b>	<b>PROPOSED DEVIATION</b>	<b>PURPOSE FOR DEVIATION</b>				
1	<i>Maximum wall height: Six feet</i> SDMC Section 142.0340	<i>Proposed wall height: Eight feet</i> (at the west edge of the property)	Provides additional sound attenuation.				
2	<i>Maximum wall height: Six feet</i> SDMC Section 142.0340	<i>Proposed wall height: Seven feet</i> (at the east edge of the property)	Accommodates grade changes and level pad.				
3	<i>Maximum building height: 40 feet</i> SDMC Table 131-04G	<i>Proposed building height: 50 feet</i> (in the RM-3-7 zoned portion of the property)	Accommodates proposed density of 29 dwelling units per acre.				
4	<i>Minimum street frontage: RM-3-7: 70 feet</i> <i>Minimum street frontage: CC-2-3: 100 feet</i> SDMC Table 131-04G SDMC Table 131-05E	<b>Proposed Deviations from Minimum Lot Frontage</b>				Accommodates the proposed mixed-use development and an interior lot configuration.	
		<b>RM-3-7</b>		<b>CC-2-3</b>			
		Lot No.	Required	Proposed Deviation	Required		Proposed Deviation
		1	N/A	--	100 ft.		34 ft.
		3	70 ft.	0 ft.	N/A		--
		5	N/A	--	100 ft.		29 ft.
		6	N/A	--	100 ft.	32 ft.	
5	<i>Minimum setback: 57.5 feet</i> SDMC Table 131-04G	<i>Proposed setback: 46 feet, ten inches</i> (west property line) <i>50 feet eight inches and 51 feet, six inches</i> (east property line)				Allows for efficient use of the property.	
6	<i>Maximum wall height: Six feet</i> SDMC Section 142.0340	<i>Proposed wall height: Eight feet</i> (solid trash enclosure walls)				To provide better screening and additional security.	
7	<i>Residential signs for property identification, yard sale, and real estate</i> (Commercial signs in the RM-3-7 zone not addressed by the City's Sign Regulations)	<i>Proposed signs/area: Signage for commercial uses in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6.</i>				Allows commercial signage to serve the proposed commercial retail/restaurant uses.	
8	<i>Minimum lot area, RM-3-7: 7,000 square feet.</i> <i>Minimum lot area, CC-2-3: 5,000 square feet.</i> SDMC Table 131-04G SDMC Table 131-05E	<b>Proposed Deviations from Minimum Lot Area</b>				To provide public street frontage and meet lot area requirements for integration of residential and commercial uses.	
		<b>RM-3-7</b>		<b>CC-2-3</b>			
		Lot No.	Required	Proposed Deviation	Required		Proposed Deviation
		1		--			3,000 sq. ft.
		5	7,000 sq. ft.	--	5,000 sq. ft.		4,200 sq. ft.
		6		5,800 sq. ft.		4,500 sq. ft.	

**ATTACHMENT 5**

	<b>APPLICABLE REGULATION</b>	<b>PROPOSED DEVIATION</b>	<b>PURPOSE FOR DEVIATION</b>																													
9	<p><i>Minimum lot width, RM-3-7: 70 feet.</i>  <i>Minimum lot width, CC-2-3: 100 feet.</i>                      SDMC Table 131-04G                      SDMC Table 131-05E</p>	<p><i>Proposed lot width for panhandle portions of lots:</i>                      34 feet (Lot 1)                      29 feet (Lot 5)                      32 feet (Lot 6)                      (Lots 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones)</p>	To accommodate panhandle lots.																													
10	<p><i>Minimum lot frontage, RM-3-7: 70 feet.</i>  <i>Minimum lot width, CC-2-3: 100 feet.</i>                      SDMC Table 131-04G                      SDMC Table 131-05E</p>	<p>Lots 1, 5, and 6 have narrow lot frontages on Carroll Canyon Road (within the CC-2-3 zone), and Lot 3 (within the RM-3-7 zone) has no lot frontage on Carroll Canyon Road. Proposed deviations:</p> <p align="center">Proposed Deviations from Minimum Lot Frontage</p> <table border="1"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>34 ft.</td> </tr> <tr> <td>3</td> <td>70 ft.</td> <td>0 ft.</td> <td>N/A</td> <td>--</td> </tr> <tr> <td>5</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>29 ft.</td> </tr> <tr> <td>6</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>32 ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	To accommodate the mixed-use development.
Lot No.	RM-3-7			CC-2-3																												
	Required	Proposed Deviation	Required	Proposed Deviation																												
1	N/A	--	100 ft.	34 ft.																												
3	70 ft.	0 ft.	N/A	--																												
5	N/A	--	100 ft.	29 ft.																												
6	N/A	--	100 ft.	32 ft.																												
11	<p>Restaurants are not permitted in the RM-3-7 Zone. SDMC Section 131.0431(b).</p>	<p>Project proposes a restaurant in the RM-3-7 portion of the project site.</p>	The deviation would allow a restaurant serving residents and patrons of the residential/mixed use project.																													

Deviations are proposed to ensure that noise levels do not exceed City standards (Deviation 1), for construction of retaining walls to accommodate site grading (Deviation 2), to allow for lot configuration and street frontage (Deviations 4, 5, 9 and 10), to respond to the design needs of the project (Deviations 3, 6, and 7), and to allow for the integration of residential and commercial uses (Deviation 8). The provision of a restaurant in the residential zone (Deviation 11) will allow a restaurant serving residents and patrons of the residential/mixed use project. These deviations are necessary to allow for development of the project site in a manner that is consistent with the Scripps Miramar Ranch Community Plan, that meets the regulations of the City's Land Development Code, and results in a better project. Therefore, the proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the

applicable zone; and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED, that Planned Development Permit No. 1000051 is granted to Horizon Christian Fellowship, Owner/Sudberry Development Inc., Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.





**RECORDING REQUESTED BY**  
 CITY OF SAN DIEGO  
 DEVELOPMENT SERVICES  
 PERMIT INTAKE, MAIL STATION  
 501

**WHEN RECORDED MAIL TO**  
**PROJECT MANAGEMENT**  
**PERMIT CLERK**  
**MAIL STATION 501**

---

INTERNAL ORDER NUMBER: 24001819 SPACE ABOVE THIS LINE FOR RECORDER'S USE

PLANNED DEVELOPMENT PERMIT NO. 1000051  
**CARROLL CANYON MIXED USEPROJECT NO. 240716 [MMRP]**  
 CITY COUNCIL

This Planned Development Permit No. 1000051 is granted by the City Council of the City of San Diego to Horizon Christian Fellowship, Owner/Sudberry Development Inc., Permittee, pursuant to San Diego Municipal Code [SDMC] section 126.0604. The 9.52-gross-acre (9.28-net-acre) site is located at 9850 Carroll Canyon Road in the RM-3-7 (Residential-Multiple Unit) and the CC-2-3 zones of the Scripps Miramar Ranch Community Plan area. The project site is legally described as: Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning.

Subject to the terms and conditions set forth in this Permit, permission is granted to Horizon Christian Fellowship, Owner/Sudberry Development Inc., Permittee to demolish the structures on

site and construct a development consisting of 260 multi-family residential units and 10,700 square feet of commercial retail space described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated \_\_\_\_\_, 2017 on file in the Development Services Department.

The project shall include:

- a. Demolish existing structures on site and construct 260 multi-family residential units and 10,700 square feet of commercial retail space;
- b. Deviations for over-height walls, building height, street frontage, setbacks, signage, minimum lot area, minimum lot width, minimum lot frontage and a restaurant in the residential RM-3-7 Zone with limitations on restaurant size, location and hours of operation.
- c. Landscaping (planting, irrigation and landscape related improvements);
- d. Off-street parking;
- e. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

**STANDARD REQUIREMENTS:**

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by \_\_\_\_\_.

2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

- a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
- b. The Permit is recorded in the Office of the San Diego County Recorder.

3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
5. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
6. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.
8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.
9. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

10. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to

cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

**ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

11. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program [MMRP] shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.
12. The mitigation measures specified in the MMRP and outlined in Environmental Impact Report No. 240716 (SCH No. 2015081031), shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.
13. The Owner/Permittee shall comply with the MMRP as specified in Environmental Impact Report No. 240716 (SCH No. 2015081031), to the satisfaction of the Development Services Department and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas:

**Transportation/Traffic, Noise, Biological Resources, and Paleontological Resources.**

**CLIMATE ACTION PLAN REQUIREMENTS:**

14. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of the Development Services Department.

**AFFORDABLE HOUSING REQUIREMENTS:**

15. Prior to receiving the first residential building permit the Owner/Permittee shall comply with the provisions of the Inclusionary Affordable Housing Regulations in Chapter 14, Article 2, Division 13 of the San Diego Municipal Code by making payment to the City of San Diego for the full Inclusionary Affordable Housing Fee set forth in the Inclusionary Affordable Housing Regulations.



**AIRPORT REQUIREMENTS:**

16. Prior to the issuance of any building permits, the Owner/Permittee shall record an overflight notification with the County Recorder on each property containing a residential unit or other method as approved by the Airport Land Use Commission.

17. The residences shall be noise attenuated to 45 dB CNEL interior noise level.

**ENGINEERING REQUIREMENTS:**

18. The Planned Development Permit shall comply with the conditions of the Vesting Tentative Map No. 979190.

19. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a City standard driveway, on Carroll Canyon Road, per Standard Drawings SDG-163 and SDG-164, satisfactory to the City Engineer.

20. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the installation of City standard non-contiguous sidewalk, along the project frontage on Carroll Canyon Road, satisfactory to the City Engineer.

21. Prior to the issuance of any building permit, the Owner/Permittee shall construct a curb ramp with truncated domes, on both sides of the project entrance on Carroll Canyon Road, satisfactory to the City Engineer.

22. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement for the curb outlet located within Carroll Canyon Road right-of-way.

23. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.

24. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the Municipal Code, into the construction plans or specifications.

25. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate and show the type and location of all post construction Best Management Practices (BMPs) on the final construction drawings, consistent with the approved Water Quality Technical Report.

26. Prior to the issuance of any construction permit, the applicant shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.

**LANDSCAPE REQUIREMENTS:**

27. Prior to issuance of any engineering permits for grading, construction documents for the revegetation and hydroseeding of all disturbed land shall be submitted in accordance with the Landscape Standards and to the satisfaction of the Development Services Department. All plans shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit "A," on file in the Office of the Development Services Department.
28. Prior to issuance of any engineering permits for right-of-way improvements, complete landscape construction documents for right-of-way improvements shall be submitted to the Development Services Department for approval. Improvement plans shall take into account a 40-square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.
29. Prior to issuance of any construction permits for structures (including shell), complete landscape and irrigation construction documents consistent with the Landscape Standards shall be submitted to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. Construction plans shall provide a 40-square-foot area around each tree that is unencumbered by hardscape and utilities unless otherwise approved per LDC 142.0403(b)5.
30. In the event that a foundation only permit is requested by the Owner/Permittee, a site plan or staking layout plan shall be submitted identifying all landscape areas consistent with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. These landscape areas shall be clearly identified with a distinct symbol, noted with dimensions and labeled as "landscaping area."
31. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Owner/Permittee to install all required landscape and obtain all required landscape inspections.
32. All required landscape shall be maintained in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted unless specifically noted in this Permit.
33. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the right-of-way, consistent with the Landscape Standards unless long-term maintenance of said landscaping will be the responsibility of a Landscape Maintenance District or other approved entity.
34. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the

approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

**BRUSH MANAGEMENT PROGRAM REQUIREMENTS:**

35. The Owner/Permittee shall implement the following requirements in accordance with the Brush Management Program shown on Exhibit "A" Brush Management Plan on file in the Office of the Development Services Department.

36. The Brush Management Program shall be based on a standard Zone One of 35 feet and Zone Two of 65 feet, exercising the Zone Two reduction option and Alternative Compliance measures set forth under sections 142.0412(f), 142.0412(i), and 142.0412 (j) of the Land Development Code. Zone One widths shall range from 32 feet to 50 feet, extending out from the habitable structures towards the native/naturalized vegetation as shown on Exhibit "A." Zone Two shall extend from the outer boundary of Zone One to the rear property line, ranging in width from 10 feet to 65 feet. Where the full brush management zones cannot be provided, openings along the brush side of the habitable structures plus a 10-foot perpendicular return along adjacent wall faces shall be upgraded to Dual-glazed, Dual-tempered panes as alternative compliance for the reduced brush management zones.

37. Prior to issuance of any Engineering Permits for grading, landscape construction documents required for the engineering permit shall be submitted showing the brush management zones on the property in substantial conformance with Exhibit "A."

38. Prior to issuance of any Building Permits, a complete set of Brush Management Plans shall be submitted for approval to the Development Services Department. The construction documents shall be in substantial conformance with Exhibit "A" and shall comply with the Landscape Standards and Brush Management Regulations as set forth under Land Development Code Section 142.0412.

39. Within Zone One, combustible accessory structures (including, but not limited to decks, trellises, gazebos, etc.) shall not be permitted while non-combustible and/or one-hour fire-rated accessory structures may be approved within the designated Zone One area subject to Fire Marshal's approval.

40. Prior to final inspection and issuance of any Certificate of Occupancy, the approved Brush Management Program shall be implemented.

41. The Brush Management Program shall be maintained at all times in accordance with the City of San Diego's Landscape Standards.

**PLANNING/DESIGN REQUIREMENTS:**

42. All automobile, motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for

any other purpose, unless otherwise authorized in writing by the appropriate City decision maker in accordance with the SDMC.

43. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

44. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

**TRANSPORTATION REQUIREMENTS:**

45. Prior to the issuance of the first building permit, the owner/permittee shall record reciprocal access easements in favor of all parcels within the project site, to the satisfaction of the City Engineer.

46. Prior to the issuance of the first building permit, the owner/permittee shall record a sight easement on the parcel located immediately east of the project site (APN 363-360-44) for the northeast corner of the Carroll Canyon Road/Project Entry signalized intersection within the sight distance triangles as shown on sheet C1.7, to the satisfaction of the City Engineer.

47. The owner/permittee shall maintain landscaping to allow for a visibility space between three (3) feet and eight (8) feet, including street tree branches, within the sight distance triangles as shown on sheet C1.7, to the satisfaction of the City Engineer.

48. A Prior to the issuance of any construction permit, the owner/permittee shall acknowledge the requirement to offer a shared access easement in favor of the parcel located immediately east of the project site (APN 363-360-44), subject to mutually acceptable limitation of competing retail/restaurant uses, cost sharing reimbursement and ongoing maintenance agreement, to the satisfaction of the City Engineer.

49. The each mechanical automobile lift shall be fully enclosed in a structure to the satisfaction of the City Engineer.

50. No fewer than 35 unassigned automobile parking spaces, which are located behind a gate, shall have access to and made available at all times to the retail businesses employees, to the satisfaction of the City Engineer.

**PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:**

51. All on-site water and sewer mains will be "private."

52. All proposed public water and sewer facilities, including services and meters, must be designed and constructed in accordance with established criteria in the most current edition of the



City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices pertaining thereto.

53. All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Uniform Plumbing Code and will be reviewed as part of the building permit plan check.

54. The Owner/Permittee shall design and install all necessary irrigation appurtenances to utilize recycled water. The Owner/Permittee shall install all necessary piping to connect to recycled water system. The system shall be designed to avoid any cross connections between the two systems. This will necessitate a separate irrigation service.

55. The Owner/Permittee shall install fire hydrants at locations satisfactory to the Fire Marshal, the Director of Public Utilities and the City Engineer. If more than two (2) fire hydrants or thirty (30) dwelling units are located on a dead-end water main then the Owner/Permittee shall install a redundant water system, in a manner satisfactory to the Director of Public Utilities and the City Engineer.

56. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of any new water and sewer service(s) outside of any driveway, and the disconnection at the water main of the existing unused water service adjacent to the project site, in a manner satisfactory to the Director of Public Utilities and the City Engineer.

57. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate above ground private back flow prevention device(s), on each water service (domestic, fire and irrigation), in a manner satisfactory to the Director of Public Utilities and the City Engineer. BFPDs are typically located on private property, in line with the service and immediately adjacent to the right-of-way. The Public Utilities Department will not permit the required BFPDs to be located below grade or within the structure.

58. Prior to issuance of any engineering permits, the Owner/Permittee shall obtain Encroachment and Maintenance Removal Agreement (EMRA) for connecting private 8-inch lateral to the public sewer main.

59. Prior to the issuance of any building permits, the Owner/Permittee shall obtain permit from the County of San Diego Department of Environmental Health and City of San Diego Public Utilities Department for connecting onsite irrigation system to the recycled irrigation meter. All irrigation systems must be designed to utilize recycled water. This will necessitate a separate irrigation service.

60. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any water and sewer facilities.

**GEOLOGY REQUIREMENTS:**

61. Prior to the issuance of any construction permits (either grading or building permits), the Owner/Permittee shall submit an addendum geotechnical investigation report that specifically addresses the proposed construction plans. The addendum geotechnical investigation report shall be reviewed for adequacy by the Geology Section of Development Services.

62. Prior to the issuance of any construction permits (either grading or building permits), the Owner/Permittee shall submit an addendum geotechnical investigation report that addresses the elements of Appendix C, Section C.4 of the Storm Water Standards, provides full-scale infiltration test results and design recommendations for each proposed dry well, as well as an updated and fully completed Worksheet C.4-1. The addendum geotechnical investigation report shall be reviewed for adequacy by the Geology Section of Development Services.

63. The Owner/Permittee shall submit an as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of Development Services prior to exoneration of the bond and grading permit close-out.

**INFORMATION ONLY:**

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the City Council of the City of San Diego on \_\_\_\_\_ and Approved Resolution Number \_\_\_\_\_.

**ATTACHMENT 6**

Planned Development Permit No. 1000051

Date of Approval: \_\_\_\_\_

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

\_\_\_\_\_  
Morris E. Dye  
Development Project Manager

**NOTE: Notary acknowledgment  
must be attached per Civil Code  
section 1189 et seq.**

\_\_\_\_\_  
**The undersigned Owner/Permittee**, by execution hereof, agrees to each and every condition of  
this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

**Horizon Christian Fellowship**

Owner

By \_\_\_\_\_  
NAME  
TITLE

**Sudberry Development Inc.**

Permittee

By \_\_\_\_\_  
NAME  
TITLE

**NOTE: Notary acknowledgments  
must be attached per Civil Code  
section 1189 et seq.**



RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN DIEGO APPROVING VESTING TENTATIVE MAP NO.  
979190 FOR CARROLL CANYON MIXED USE- PROJECT  
NO. 240716 [MMRP]

WHEREAS, Horizon Christian Fellowship, Owner and Michael D. Wolfe Subdivider, filed an application to the City of San Diego for a Vesting Tentative Map to redevelop the property at 9850 Carroll Canyon Road consisting of multi-family residential units, restaurants and commercial retail space known as the Carroll Canyon Mixed Use Project located at 9850 Carroll Canyon Road at the northeast corner of Interstate 15 and Carroll Canyon Road within the Scripps Miramar Ranch Community Planning area. The property is legally described as: Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of

land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning.

WHEREAS, the Map proposes the Subdivision of a 9.28-acre site into six lots; and

WHEREAS, a preliminary soils and geological reconnaissance report are waived by the City Engineer pursuant to Subdivision Map Act section 66491(a) and San Diego Municipal Code sections 144.0220(a) and 144.0220(b); and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and



WHEREAS, on December 14, 2017, the Planning Commission of the City of San Diego considered Vesting Tentative Map No. 979190 and pursuant to Resolution No. \_\_\_\_\_-PC, the Planning Commission voted \_\_\_\_\_ to recommend City Council approval of the map; and

WHEREAS, on \_\_\_\_\_ the City Council of the City of San Diego considered Vesting Tentative Map No. 979190 pursuant to San Diego Municipal Code section 125.0440, and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the City Council of the City of San Diego having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the City Council of the City of San Diego, that it adopts the following findings with respect to Vesting tentative Map No. 979190:

FINDINGS:

**1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan.**

The project is located in the Scripps Miramar Ranch Community Plan area. The Community Plan identifies the project site for Industrial Park uses. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. The Scripps Miramar Ranch Community Plan does not contain any goals, objectives, or proposals regarding the preservation of industrial lands within the community.

The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The project would create additional multi-family housing, adding to the housing variety in the community, and add community shopping located in close proximity to employment uses and in an area with few housing development opportunities. Another Community Plan goal is to provide sufficient commercial area to meet the present and future needs of the community. The project would create additional community-serving commercial options and would provide for retail commercial services near residential uses and adjacent business parks, eliminating some vehicular trips and potentially reducing vehicle miles travelled outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar

Ranch as the proposed buildings will better address the Carroll Canyon Road than the existing buildings. The pedestrian experience will be enhanced by the provision of new sidewalks and identified street crossings, resulting in an activated presence at this high-profile community entry.

The Scripps Miramar Ranch Community Plan recommends preserving eucalyptus trees as an element for historical continuity and overall community design. The Design Element of the Community Plan states that all forested areas be defined on tentative maps and other development plans and requests justification for the removal of trees with a diameter exceeding eight inches. In addition, the Community Plan's Commercial Element encourages eucalyptus trees in commercial area landscaping, recommends that landscaping in new developments emphasize the use of eucalyptus species, and that a variety of eucalyptus species should be used in landscaping. The project's Inventory of Eucalyptus Trees documents forested areas of eucalyptus, as well as the number of individual eucalyptus trees located throughout the development area. This inventory shows the project would remove 92 trees within the two forested areas of the project site and all of the individual trees located within the developed portions of the site. Some eucalyptus trees within the forested areas need removal due to disease or other factors. Removing the diseased trees would help the other remaining trees healthy. However, the project would preserve 16 existing eucalyptus trees within the site's forested areas and would plant 18 new eucalyptus trees in three species as shown in the project's Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project is consistent with the Community Plan's goal of preserving the heritage of the community. Planting a variety of new, pedestrian-friendly eucalyptus species on the project site conforms with Community Plan recommendations, enhances the landscape elements of the project, continues the community's historical continuity and creates eucalyptus tree areas that add to the overall community design. As the project is designed to be consistent with the Scripps Miramar Ranch Community Plan as described above, the proposed development will not adversely affect the applicable land use plan.

**2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the land development code.**

The proposed development complies with the regulations of the Land Development Code. Pursuant to Section 126.0602(b)(1), a Planned Development Permit is requested to allow for deviations to maximum wall heights, minimum street frontage, residential sign restrictions, minimum lot area, minimum lot width, setbacks, lot frontage, and maximum building height and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours. The project's proposed deviations are listed and described in table below:



	APPLICABLE REGULATION	PROPOSED DEVIATION	PURPOSE FOR DEVIATION																													
1	Maximum wall height: Six feet SDMC Section 142.0340	Proposed wall height: Eight feet (at the west edge of the property)	Provides additional sound attenuation.																													
2	Maximum wall height: Six feet SDMC Section 142.0340	Proposed wall height: Seven feet (at the east edge of the property)	Accommodates grade changes and level pad.																													
3	Maximum building height: 40 feet SDMC Table 131-04G	Proposed building height: 50 feet (in the RM-3-7 zoned portion of the property)	Accommodates proposed density of 29 dwelling units per acre.																													
4	Minimum street frontage: RM-3-7: 70 feet Minimum street frontage: CC-2-3: 100 feet SDMC Table 131-04G SDMC Table 131-05E	Proposed Deviations from Minimum Lot Frontage <table border="1"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>34 ft.</td> </tr> <tr> <td>3</td> <td>70 ft.</td> <td>0 ft.</td> <td>N/A</td> <td>--</td> </tr> <tr> <td>5</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>29 ft.</td> </tr> <tr> <td>6</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>32 ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	Accommodates the proposed mixed-use development and an interior lot configuration.
Lot No.	RM-3-7			CC-2-3																												
	Required	Proposed Deviation	Required	Proposed Deviation																												
1	N/A	--	100 ft.	34 ft.																												
3	70 ft.	0 ft.	N/A	--																												
5	N/A	--	100 ft.	29 ft.																												
6	N/A	--	100 ft.	32 ft.																												
5	Minimum setback: 57.5 feet SDMC Table 131-04G	Proposed setback: 46 feet, ten inches (west property line) 50 feet eight inches and 51 feet, six inches (east property line)	Allows for efficient use of the property.																													
6	Maximum wall height: Six feet SDMC Section 142.0340	Proposed wall height: Eight feet (solid trash enclosure walls)	To provide better screening and additional security.																													
7	Residential signs for property identification, yard sale, and real estate (Commercial signs in the RM-3-7 zone not addressed by the City's Sign Regulations)	Proposed signs/area: Signage for commercial uses in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6.	Allows commercial signage to serve the proposed commercial retail/restaurant uses.																													

	APPLICABLE REGULATION	PROPOSED DEVIATION	PURPOSE FOR DEVIATION																													
8	<p><i>Minimum lot area, RM-3-7:</i> 7,000 square feet (SF). <i>Minimum lot area, CC-2-3:</i> 5,000 square feet. SDMC Table 131-04G SDMC Table 131-05E</p>	<p>Proposed Deviations from Minimum Lot Area</p> <table border="1" data-bbox="597 352 1312 583"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>--</td> <td></td> <td>3,000 SF</td> </tr> <tr> <td>5</td> <td>7,000 SF</td> <td>--</td> <td>5,000 SF</td> <td>4,200 SF</td> </tr> <tr> <td>6</td> <td></td> <td>5,800 SF</td> <td></td> <td>4,500 SF</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1		--		3,000 SF	5	7,000 SF	--	5,000 SF	4,200 SF	6		5,800 SF		4,500 SF	<p>To provide public street frontage and meet lot area requirements for integration of residential and commercial uses.</p>					
Lot No.	RM-3-7			CC-2-3																												
	Required	Proposed Deviation	Required	Proposed Deviation																												
1		--		3,000 SF																												
5	7,000 SF	--	5,000 SF	4,200 SF																												
6		5,800 SF		4,500 SF																												
9	<p><i>Minimum lot width, RM-3-7:</i> 70 feet. <i>Minimum lot width, CC-2-3:</i> 100 feet. SDMC Table 131-04G SDMC Table 131-05E</p>	<p><i>Proposed lot width for panhandle portions of lots:</i> 34 feet (Lot 1) 29 feet (Lot 5) 32 feet (Lot 6) (Lots 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones)</p>	<p>To accommodate panhandle lots.</p>																													
10	<p><i>Minimum lot frontage, RM-3-7:</i> 70 feet. <i>Minimum lot width, CC-2-3:</i> 100 feet. SDMC Table 131-04G SDMC Table 131-05E</p>	<p>Lots 1, 5, and 6 have narrow lot frontages on Carroll Canyon Road (within the CC-2-3 zone), and Lot 3 (within the RM-3-7 zone) has no lot frontage on Carroll Canyon Road. Proposed deviations: Proposed Deviations from Minimum Lot Frontage</p> <table border="1" data-bbox="597 1163 1312 1423"> <thead> <tr> <th rowspan="2">Lot No.</th> <th colspan="2">RM-3-7</th> <th colspan="2">CC-2-3</th> </tr> <tr> <th>Required</th> <th>Proposed Deviation</th> <th>Required</th> <th>Proposed Deviation</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>34 ft.</td> </tr> <tr> <td>3</td> <td>70 ft.</td> <td>0 ft.</td> <td>N/A</td> <td>--</td> </tr> <tr> <td>5</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>29 ft.</td> </tr> <tr> <td>6</td> <td>N/A</td> <td>--</td> <td>100 ft.</td> <td>32 ft.</td> </tr> </tbody> </table>	Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	<p>To accommodate the mixed-use development.</p>
Lot No.	RM-3-7			CC-2-3																												
	Required	Proposed Deviation	Required	Proposed Deviation																												
1	N/A	--	100 ft.	34 ft.																												
3	70 ft.	0 ft.	N/A	--																												
5	N/A	--	100 ft.	29 ft.																												
6	N/A	--	100 ft.	32 ft.																												
11	<p>Restaurants are not permitted in the RM-3-7 Zone. SDMC Section 131.0431(b).</p>	<p>Project proposes a restaurant in the RM-3-7 portion of the project site.</p>	<p>The deviation would allow a restaurant serving residents and patrons of the residential/mixed use project.</p>																													

Deviations are proposed to ensure that noise levels do not exceed City standards (Deviation 1), for construction of retaining walls to accommodate site grading (Deviation 2), to allow for lot

configuration and street frontage (Deviations 4, 5, 9 and 10), to respond to the design needs of the project (Deviations 3, 6, and 7), and to allow for the integration of residential and commercial uses (Deviation 8). The provision of a restaurant in the residential zone (Deviation 11) will allow a restaurant serving residents and patrons of the residential/mixed use project. These deviations are necessary to allow for development of the project site in a manner that is consistent with the Scripps Miramar Ranch Community Plan and that meets the regulations of the City's Land Development Code, and that results in a better project. Therefore, the proposed development will comply with the applicable regulations of the Land Development Code.

**3. The site is physically suitable for the type and density of development.**

The Carroll Canyon Mixed-Use project site is located in the Scripps Miramar Ranch community on a 9.28-acre site that is located adjacent to I-15 and that is developed with office buildings, parking lots, landscaping and associated improvements. Existing urban development surrounds the project site and multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. A drainage corridor separates the project site from Scripps Ranch High School to the northeast. The project site is adjacent to a freeway entrance near the Scripps Miramar Ranch community. Commercial office and industrial developments are located east and south of the project site along Carroll Canyon Road, with mixed-use retail and offices immediately south of the project site. Given the proximity of these various use types, the project is an in-fill development.

The project proposes up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space totaling 386,000 square feet of new structure. The project site can accommodate this proposal as the project provides a variety of residential units, retail stores and restaurants proposes in eight buildings and provides parking on the site's surface and in a parking structure. The project allows for gathering and dining space. The project site has convenient access to an existing network of surface streets, freeways, and transit routes and all public utilities are in place to provide project connections.

Existing grading has already occurred on the site associated with previous office building development. As approximately nine acres of the 9.28-acre project site is graded, the proposed Carroll Canyon Mixed-Use project would require only finish grading to accommodate development. Earthwork for the project would be localized at the northern portion of the site to rebuild the site at the current split-level building location. Some excavation will be necessary to render the site suitable for the proposed development due to underlying soil formations. As the site is developed, is located near existing utilities and infrastructure, and is near existing multi-family residential development, community amenities and services, the site is physically suitable for the type and density of development.

**4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

The project site is developed and currently contains existing, partially vacant office buildings and associated improvements. The project site has been improved except for a drainage and area of natural slope along its northern perimeter. As such, the site contains little or no natural vegetation, with a small area of native vegetation occurring within the natural slope area along the northern site perimeter. As a result, the project site does not support fish or wildlife or their habitat. Due to the developed nature of the project site, the on-site conditions consist of non-native habitat and developed lands. Little wildlife diversity, shelter or food for wildlife occurs within the natural drainage corridor. Species observed are typical of urbanized or ruderal areas and lack the diversity observed in native habitats or non-native grasslands. Re-development of the project will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Therefore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

**5. The design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.**

The proposal is an in-fill mixed-use project located near public transit and near other public services and facilities. Additionally, the project site is within walking distance of nearby business parks, offices, light industrial developments, and restaurants. The project design complies with the City of San Diego Land Development Code and other regional, state, and federal regulations relative to the welfare of site users and the general public. These requirements ensure that streets and sidewalks are built consistent with City standards, and that grading and drainage provide for storm water control and treatment. The project will ensure safe construction activities and will provide appropriate lighting and landscaping for the project, enhancing public safety. Project construction will comply with the Uniform Building, Fire, Plumbing, Electrical, and Mechanical Codes, further ensuring public safety. Additionally, the project would utilize reclaimed water for irrigating landscaped areas, enhancing public welfare by reducing water usage in the community. As the project will provide an in-fill, mixed-use development adhering to Land Development Regulations, provide improved street and sidewalks, adhere to storm water requirements, and reduce water usage, the design of the subdivision or the type of improvement will not be detrimental to the public health, safety and welfare.

**6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.**

Currently, the project site contains partially vacant office buildings and associated improvements. There are no public easements within or through the site, and there is no public use of the property. Therefore, the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.



**7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.**

The project will comply with the Uniform Building Code (UBC) and Title 24 requirements for building materials and insulation to reduce energy loss and thereby maximize natural heating and cooling. Project site design and building orientations will reduce energy use by taking advantage of sun-shade patterns, prevailing winds, and landscaping, allowing levels of non-essential lighting, cooling, and heating to be reduced. Proposed deciduous trees will provide shade and provide natural cooling. The project is proposed in eight buildings on the 9.28-acre site providing opportunities for passive and natural cooling by allowing wind flow through the building separations. In addition, the proposed subdivision of a 9.28-acre parcel into six lots for residential and commercial retail development will not impede or inhibit any future passive or natural heating and cooling opportunities. As the project will comply with building codes that maximize natural heating and cooling, take advantage of shade patterns and provide trees for natural cooling opportunities, the design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

**8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.**

The proposed Carroll Canyon Mixed-Use project proposes up to 260 multi-family residential units with approximately 10,700 square feet of commercial retail space. The subdivision would create six lots and would create a mix of residential and commercial uses that would serve the adjacent employment parks, nearby residential neighborhoods, the Scripps Miramar Ranch community, and the adjacent Mira Mesa community to the west of the project site. Housing provided by the project would provide additional housing opportunities for the City. The project's location and proposed uses would serve to reduce trips to outlying areas for similar retail services and capture drive-by trips. The project also expands employment opportunity proximate to residential development and provides an amenity to the nearby business parks. The project would create housing to assist the housing needs of the region as well as contribute to a balance of land uses for the community. The area around the project site is developed and provides the project site with public infrastructure including public streets, sidewalks, transit services, shopping and convenience services. These services and infrastructure would be available to both the new residents and employment uses within the project and employment parks in the nearby vicinity.

The project is the redevelopment of an existing developed site, where limited natural resources exist today. Environmental impacts resulting from the proposed project have been evaluated in the project's Environmental Impact Report (EIR), which included an evaluation of impacts associated with Land Use, Transportation/Traffic Circulation/Parking, Visual Quality/Neighborhood Character, Air Quality, Global Climate Change, Energy, Noise, Biological Resources Geologic Conditions, Paleontological Resources, Hydrology and Water Quality, Health and Safety, Public Services and Facilities, and Public Utilities. As determined by the EIR, direct and cumulative impacts associated with Transportation/Traffic Circulation, indirect impacts to Biological Resources and Noise, and impacts to Paleontological Resources could occur as a result of the

proposed project. Indirect impacts associated with Biological Resources would be fully mitigated through the implementation of recommended mitigation measures. As such, the project does not represent a substantial demand on environmental resources.

Relative to impacts associated with Traffic Circulation, the project's mitigations measures for significant impacts at affected intersections call for a fair share contribution to improvements that also require contribution from other sources for their completion. Although the project's fair share contribution would mitigate the project's impacts to intersections, because completion of those improvements relies on funding by others, if the improvement is not completed by the horizon year (2035), cumulative impacts at the Carroll Canyon Road/Maya Linda Road, Carroll Canyon Road/I-15 southbound ramp, and the Carroll Canyon Road I-15 northbound ramp intersections may not be fully mitigated. To mitigate impact to the segment of Carroll Canyon Road between the signalized project access and Businesspark Avenue, the applicant would pay a fair share toward the cost of a constructing a raised median at this location. During the construction of the signalized entrance for the project, the applicant will construct a short segment of the raised median just east of the signalized project access; the cost of constructing the short segment of the raised median would be credited towards the applicant's fair share responsibility for the eventual raised median between the signalized project access and Businesspark Avenue. However, if the roadway is not improved with a raised median by the study horizon year of 2035, then the cumulative impact may not be fully mitigated.

As the infrastructure and services supporting the proposed subdivision are in place or would be provided as part of the project and the project provides both residential and commercial retail components, the decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

The above findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED that, based on the Findings hereinbefore adopted by the City Council of the City of San Diego, Vesting Tentative Map No. 979190 is hereby granted to the referenced Owner/Permittee, subject to the attached conditions which are made a part of this Resolution by this reference, contingent upon final passage of Resolution R- \_\_\_\_\_ approving amendments to the General Plan and Scripps Miramar Ranch Community Plan and Ordinance O- \_\_\_\_\_ rezoning the project site to RM-3-7 and CC-2-3.

APPROVED: MARA W. ELLIOTT, City Attorney

By \_\_\_\_\_  
[Attorney]  
Deputy City Attorney

[Initials]:[Initials]  
[Month]/[Day]/[Year]  
Or.Dept:[Dept]  
R-R-

ATTACHMENT: Vesting Tentative Map Conditions

Internal Order No. 24001819





CITY COUNCIL CONDITIONS FOR VESTING TENTATIVE MAP NO. 979190

CARROLL CANYON MIXED USE - PROJECT NO. 420716 [MMRP]

ADOPTED BY RESOLUTION NO. R-\_\_\_\_\_ ON \_\_\_\_\_

**GENERAL**

1. This Vesting Tentative Map will expire on \_\_\_\_\_.
2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map unless otherwise noted.
3. Prior to the recordation of the Final Map, taxes must be paid on this property pursuant to Subdivision Map Act section 66492. To satisfy this condition, a tax certificate stating that there are no unpaid lien conditions against the subdivision must be recorded in the Office of the San Diego County Recorder.
4. The Vesting Tentative Map shall conform to the provisions of Planned Development Permit No. 1000051.
5. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify Subdivider of any claim, action, or proceeding, or if City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless. City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not required to pay or perform any settlement unless such settlement is approved by the Subdivider.

**ENGINEERING**

6. Compliance with all conditions shall be assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map, unless otherwise noted.
7. The Vesting Tentative Map shall comply with the conditions of Planned Development Permit No. 1000051.
8. The drainage system proposed for this development, as shown on the site plan, is subject to approval by the City Engineer.

9. The subdivider shall obtain a bonded grading permit for the grading proposed for this project. All grading shall conform to the requirements of the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.
10. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.
11. Prior to issuance of a grading or a construction permit, a copy of the Notice of Intent (NOI) with a valid Waste Discharge ID number (WDID#) shall be submitted to the City of San Diego as a proof of enrollment under the Construction General Permit. When ownership of the entire site or portions of the site changes prior to filing of the Notice of Termination (NOT), a revised NOI shall be submitted electronically to the State Water Resources Board in accordance with the provisions as set forth in Section II.C of Order No. 2009-0009-DWQ and a copy shall be submitted to the City.
12. The Subdivider shall comply with all current street lighting standards according to the City of San Diego Street Design Manual (Document No. 297376, filed November 25, 2002) and the amendment to Council Policy 200-18 approved by City Council on February 26, 2002 (Resolution R-296141) satisfactory to the City Engineer. This may require (but not be limited to) installation of new street light(s), upgrading light from low pressure to high pressure sodium vapor and/or upgrading wattage.
13. The Subdivider shall underground any new service run to any new or proposed structures within the subdivision.
14. The Subdivider shall ensure that all existing onsite utilities serving the subdivision shall be undergrounded with the appropriate permits. The Subdivider shall provide written confirmation from applicable utilities that the conversion has taken place, or provide other means to assure the undergrounding, satisfactory to the City Engineer.
15. Conformance with the "General Conditions for Tentative Subdivision Maps," filed in the Office of the City Clerk under Document No. 767688 on May 7, 1980, is required. Only those exceptions to the General Conditions which are shown on the Vesting Tentative Map and covered in these special conditions will be authorized. All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. RR-297376.

### **MAPPING**

16. "Basis of Bearings" means the source of uniform orientation of all measured bearings shown on the map. Unless otherwise approved, this source shall be the California Coordinate System, Zone 6, North American Datum of 1983 [NAD 83].

17. "California Coordinate System" means the coordinate system as defined in Section 8801 through 8819 of the California Public Resources Code. The specified zone for San Diego County is "Zone 6," and the official datum is the "North American Datum of 1983."
18. Prior to the recordation of the Parcel Map, all conditions listed in the approved resolution of conditions shall be satisfied or assured to the satisfaction of the City Engineer, unless otherwise noted.
19. Prior to the expiration of the Tentative Map, if approved, a final map subdividing the project site into 6 lots for commercial and residential mixed-use shall be recorded in the office of the County Recorder.
20. Prior to the recordation of the final map, taxes must be paid or bonded for this property pursuant to section 66492 of the Subdivision Map Act. A current original tax certificate, recorded in the office of the San Diego County Recorder, must be provided to satisfy this condition.
21. All subdivision maps in the City of San Diego are required to be tied to the California Coordinate System of 1983 (CCS83), Zone 6 pursuant to section 8801 through 8819 of the California Public Resources Code.
22. The Final Map shall:
  - a. Use the California Coordinate System for its "Basis of Bearing" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true median (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.
  - b. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of First Order accuracy. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground distances shall be shown on the map.

**WASTEWATER/WATER**

23. All on-site water and sewer mains will be "private."
24. All proposed public water and sewer facilities, including services and meters, must be designed and constructed in accordance with established criteria in the most current edition of the City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices pertaining thereto.

25. All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Uniform Plumbing Code and will be reviewed as part of the building permit plan check.
26. The Subdivider shall design and install all necessary irrigation appurtenances to utilize recycled water. The Subdivider shall install all necessary piping to connect to recycled water system. The system shall be designed to avoid any cross connections between the two systems. This will necessitate a separate irrigation service.
27. The Subdivider shall install fire hydrants at locations satisfactory to the Fire Marshal, the Director of Public Utilities and the City Engineer. If more than two (2) fire hydrants or thirty (30) dwelling units are located on a dead-end water main then the Owner/Permittee shall install a redundant water system, in a manner satisfactory to the Director of Public Utilities and the City Engineer.
28. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any water and sewer facilities.

**INFORMATION:**

- The approval of this Tentative Map by the City Council of the City of San Diego does not authorize the subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 USC § 1531 et seq.).
- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City of San Diego water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.
- Subsequent applications related to this Vesting Tentative Map will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Vesting Tentative Map, may protest the imposition within ninety days of the approval of this Vesting Tentative Map by filing a written protest with the San Diego City Clerk pursuant to Government Code sections 66020 and/or 66021.
- Where in the course of development of private property, public facilities are damaged or removed, the Subdivider shall at no cost to the City, obtain the required permits for work in the public right-of-way, and repair or replace the

public facility to the satisfaction of the City Engineer (San Diego Municipal Code § 142.0607.

Internal Order No. 24001819





RESOLUTION NUMBER R- \_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, on May 26, 2011 Sudberry Development, Inc., submitted an application to Development Services Department for a General Plan, Scripps Miramar Ranch Community Plan, Vesting Tentative Map with easement vacations, Planned Development Permit (PDP), and Rezone for the Carroll Canyon Mixed Use project (Project); and

WHEREAS, the project site is located at 9850 Carroll Canyon Road within the Scripps Miramar Ranch Community Plan area and legally described as: Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official

Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning, in the Scripps Miramar Ranch Community Plan area; and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, issue was heard by the City Council on \_\_\_\_\_; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body, a public hearing is required by law implicating due process rights of individuals affected by the decision, and the Council is required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 240716, SCH No. 2015081031(Report) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the City Council that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings and Statements of Overriding Considerations made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby



adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the DEVELOPMENT SERVICES DEPARTMENT, 1222 FIRST AVENUE, SAN DIEGO, CA 92101 or CITY CLERK, 202 C STREET, SAN DIEGO, CA 92101.

BE IT FURTHER RESOLVED, that THE CITY CLERK is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project after final passage of the ordinance associated with the Project.

APPROVED: MARA W. ELLIOTT, City Attorney

By: \_\_\_\_\_

XXXXXXXXXXXXXXXXXX  
Deputy City Attorney

ATTACHMENT(S):      Exhibit A, Findings and Statements of Overriding Considerations  
                                 Exhibit B, Mitigation Monitoring and Reporting Program

EXHIBIT "A"

FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING  
FINAL ENVIRONMENTAL IMPACT REPORT  
FOR THE CARROLL CANYON MIXED USE PROJECT

**City of San Diego Project No. 240716  
SCH. No. 2015081031**

**The attached Findings of Fact and Statement of Overriding Considerations (SOC) are and may be modified as the PROJECT proceeds through the hearing process.**

1. Per the California Environmental Quality Act (CEQA) Section 15132, the Findings and SOC are not considered part of the environmental document but are made after the decision makers have considered the final environmental document.
2. These Findings and SOC have been submitted by the project applicant as candidate findings to be made by the decision-making body.
3. The Environmental Analysis Section of the City's Development Services Department does not recommend that the discretionary body either adopt or reject these Findings and SOC. They have been attached to allow the decision makers an opportunity to review potential reasons for approving the PROJECT despite the significant potentially unmitigable effects identified in the Environmental Impact Report (EIR).

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## I. INTRODUCTION

### A. Findings of Fact and Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§ 15000, *et seq.*) promulgated thereunder, require that the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
  - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - 3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Environmental Impact Report for the General Plan Amendment, Community Plan Amendment, Rezone, Vesting Tentative Map (VTM), and Planned Development Permit (PDP) for the Carroll Canyon Mixed Use Project, City of San Diego Project No. 240716/State Clearinghouse No. 2015081031 (Final EIR), as well as all other information in the record of proceedings on this matter, the following Findings of Fact and Statement of Overriding Considerations (Findings) are hereby made and adopted by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

## **B. Record of Proceedings**

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the proposed project;
- The Final EIR for the proposed project;

- The Draft EIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All written and verbal public testimony presented during a noticed public hearing for the proposed project at which such testimony was taken;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in Responses to Comments and/or in the Final EIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and the Final EIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).
- All ordinances and resolutions adopted in connection with the Carroll Canyon Mixed Use project.
- All project application materials.

**C. Custodian and Location of Records**

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. The City Development Services Center is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Development Services Center. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).



## II. PROJECT SUMMARY

### A. Project Location

The regional and local settings of the project are discussed in Section 2.0, *Environmental Setting*, of the Final EIR. The Carroll Canyon Mixed-Use project site is located at 9850 Carroll Canyon Road in the Scripps Miramar Ranch Community Plan area. It is situated north of Carroll Canyon Road, east of I-15, west of Scripps Ranch Boulevard, and south of an intermittent natural drainage corridor, and encompasses approximately 9.52 gross acres (9.28 net acres). Multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. An intermittent drainage corridor separates the Carroll Canyon Mixed-Use site from Scripps Ranch High School, which is located to the northeast of the project site. Commercial office development is located immediately east of the project site, with mixed-use commercial retail and commercial office developments occurring south of the project site along Carroll Canyon Road. Access to the project site is provided off Carroll Canyon Road. I-15 freeway ramps occur at Carroll Canyon Road, providing north- and southbound access to the Interstate.

### B. Project Background

The Carroll Canyon Mixed-Use project site is currently developed with two existing mostly vacant office buildings totaling 76,241 square feet, associated facilities, and surface parking. The project proposes redevelopment of the existing office complex with a mixed-use development that would include multi-family residential units, small retail shops, and restaurants. The existing 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space. The project requires discretionary approvals, including: a General Plan Amendment to change the land use designation from Industrial Employment to Multiple Use; a Community Plan Amendment to change the current land use designation from Industrial Park to Residential; a Rezone of the site from IP-2-1 (Industrial—Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a Planned Development Permit (PDP) to allow deviations to maximum wall heights, setbacks, lot frontage, and maximum building height and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a Vesting Tentative Map (VTM). Planning Commission approved the initiation of an Amendment to the Scripps Miramar Ranch Community Plan on January 15, 2015 (Resolution No. PC-4647).

### C. Project Description

The Carroll Canyon Mixed-Use project proposes a mix of residential and commercial uses that would serve the adjacent employment parks, nearby residential neighborhoods, the Scripps Miramar Ranch community, and the adjacent Mira Mesa community to the west of the project site. The project proposes numerous buildings to accommodate a variety of residential units, retail stores, and restaurants. The multi-family residential buildings would be located in the northern three-fourths of the site. Retail pads would be located in the southern portion of the site. Buildings would range in heights of one story to four stories. The project would provide a total of 528 parking spaces (where the City's shared parking approach requires 477 spaces on the weekday and 503 spaces on a Saturday) to serve the range of uses that could occur on the site. Parking for commercial retail space would be provided in open surface parking lots located in the southern portion of the project site. Residential

parking would be comprised of gated (419 stalls) and open (109 stalls) shared parking spaces located throughout the project site. Gated parking would be accommodated in open (uncovered) spaces, in private garages, accommodated with car lifts, and carport spaces. Additionally, the project would provide 29 motorcycle stalls and 68 bicycle racks.

The Carroll Canyon Mixed-Use project would feature architectural elements that are to be complimentary within the project's contemporary design, as well as create high quality design and aesthetic. Panels and masses of wood cladding will provide interest and will blend with the architecture of nearby established business parks. The project's architectural elements are intended to provide interesting and identifiable features, which would allow pedestrians and the motoring public to easily find their destinations. Architectural features such as varied building materials, heights, and setbacks would provide vertical relief to the façades and would create focal points around the project for both pedestrians and occupants in passing vehicles. The project's massing, colors, and materials have been selected to complement and blend with the adjacent business parks.

To implement the Carroll Canyon Mixed-Use project, the project applicant is requesting approval of an Amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping and associated General Plan Amendment to change the land use designation for the project site from Industrial Employment to Multiple Use; a Rezone for the project site from IP-2-1 (Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a PDP to allow deviations to maximum wall heights, setbacks, lot frontage and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours, and maximum building height; and a VTM. The elements of these various project actions are described below.

The project proposes deviations to maximum wall height, setbacks, lot frontage, maximum building height, and signage are as follows:

- The project proposes a deviation to maximum wall height per SDMC Section 142.0340, proposing eight-foot-high walls at the west edge of the property and at trash enclosures where six-foot-tall walls are allowed, and seven-foot-high walls at the east edge of the property where six-foot-high walls are allowed.
- The project proposes a deviation to maximum building height per SDMC Table 131-04G, proposing a maximum 50-foot building heights in the RM-3-7 zoned portion of the property where 40-foot-tall buildings are allowed.
- The project proposes deviations to minimum street and lot frontages per SDMC Table 131-04G and 131-05E, with a 0-foot lot frontage on Lot No. 3 where 70 feet is required, a 34-foot lot frontage on Lot No. 1 where 100 feet is required, a 29-foot long frontage on Lot No. 5 where 100 feet is required, and a 32-foot lot frontage on Lot No. 6 where 100 feet is required.
- The project proposes a deviation to minimum setback per SDMC Table 131-04G, with a proposed setback of 46'10" along the western property line and eight feet along the eastern property line where 57.5 feet is required.

- The project proposes signage for commercial uses proposed in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6.
- The project proposes deviations to minimum lot area per SCMD Table 131-04G and 131-05E, with a lot area of 5,800 square feet within the RM-3-7 zone for Lot No. 6 where 7,000 square feet is required; a lot areas of 3,000 square feet, 4,200 square feet, and 4,500 square feet of lot coverage for Lot No. 1, 5, and 6, respectively within the CC-2-3 zone where 5,000 square feet is required.
- The project proposes deviations to minimum lot width per SDMC Table 131-04G and 131-05E with a 34-foot lot frontage on Lot No. 1, a 29-foot long frontage on Lot No. 5, and a 32-foot lot frontage on Lot No. 6 where 70 feet are required in the RM-3-7 zone and 100 feet in the CC-2-3 zone (Lot Nos. 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones).

#### D. Discretionary Actions

For the Carroll Canyon Mixed-Use project, the following discretionary actions are required:

- **General Plan Amendment and Community Plan Amendment** – The project site is located within the Scripps Miramar Ranch Community Plan Area and is designated for Industrial Park uses. The project proposes to change the land use designation to Residential and Community Shopping. Because the Community Plan would be amended, this would result in an amendment to the City's General Plan, as the Community Plan functions as the land use plan for the Scripps Miramar Ranch community of the City. The project would also change the General Plan land use designation for the project site from Industrial Employment to Multiple Use.
- **Rezone** – A rezone is proposed for the project site to change the existing IP-2-1 zone to RM-3-7 for the northern two-thirds of the project site and to CC-2-3 for the southern one-third portion of the project site.
- **Planned Development Permit** – A Planned Development Permit is required for proposed development that requires deviation(s) from strict application of the requirements in the zones. The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations. A PDP is proposed for the Carroll Canyon Mixed-Use project to allow for development of the project site in a manner that is reflective of the Scripps Miramar Ranch community, and that meets the regulations of the City's Land Development Code. The project proposes deviations to maximum wall heights, setbacks, lot frontage, maximum building height, and signage. The proposed project requires deviations to the proposed RM-3-7 and CC-2-3 zones to allow development of the project with a mix of residential and commercial uses. The project proposes a deviation to maximum wall height per SDMC Section 142.0340, proposing eight-foot-high walls at the west edge of the property and at trash enclosures where six-foot-tall walls are allowed, and seven-foot-high walls at the east edge of the property where six-foot-high walls are allowed. The project proposes a deviation to maximum building height per SDMC Table 131-04G, proposing a maximum 50-foot building heights in the RM-3-7 zoned

portion of the property where 40-foot-tall buildings are allowed. The project proposes deviations to minimum street and lot frontages per SDMC Table 131-04G and 131-05E, with a 0-foot lot frontage on Lot No. 3 where 70 feet is required, a 34-foot lot frontage on Lot No. 1 where 100 feet is required, a 29-foot long frontage on Lot No. 5 where 100 feet is required, and a 32-foot lot frontage on Lot No. 6 where 100 feet is required. The project proposes a deviation to minimum setback per SDMC Table 131-04G, with a proposed setback of 46'10" along the western property line and eight feet along the eastern property line where 57.5 feet is required. The project proposes signage for commercial uses proposed in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6. The project proposes deviations to minimum lot area per SCMD Table 131-04G and 131-05E, with a lot area of 5,800 square feet within the RM-3-7 zone for Lot No. 6 where 7,000 square feet is required; a lot areas of 3,000 square feet, 4,200 square feet, and 4,500 square feet of lot coverage for Lot No. 1, 5, and 6, respectively within the CC-2-3 zone where 5,000 square feet is required. The project proposes deviations to minimum lot width per SDMC Table 131-04G and 131-05E with a 34-foot lot frontage on Lot No. 1, a 29-foot long frontage on Lot No. 5, and a 32-foot lot frontage on Lot No. 6 where 70 feet are required in the RM-3-7 zone and 100 feet in the CC-2-3 zone (Lot Nos. 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones). The PDP would also apply to the project's proposed restaurant use within the RM-3-7 zone with limitations on size, location, and hours.

- **Vesting Tentative Map** – In order to facilitate development of the Carroll Canyon Mixed Use project, a VTM is processed. The Carroll Canyon Mixed Use VTM details proposed grading for the project, as well as necessary infrastructure, and has been prepared in accordance with the guidelines of the State Subdivision Map Act and City of San Diego requirements.
- **Environmental Impact Report** – Concurrent with the Carroll Canyon Mixed Use discretionary actions, an EIR has been prepared in accordance with the provisions of the CEQA. The EIR (SCH No. 2015081031) evaluates the land use, circulation, and infrastructure improvements resulting from implementation of the Carroll Canyon Mixed Use project and the potential environmental impacts that would result from their implementation. Review and certification of the EIR by the decision maker would complete the environmental review for the project in accordance with CEQA and City regulations.

As described in Section 1.4, *Responsible and Trustee Agencies*, of the Final EIR, review by Caltrans, a State agency, would be required for the proposed project.

- **Caltrans** – The project would require an Encroachment Permit from Caltrans for the connection of the westbound right-turn lane on Carroll Canyon Road to the existing northbound on-ramp at I-15.

Additionally, the project requires review by the Regional Water Quality Control Board and the Federal Aviation Administration.

- **NPDES Permit** – The project would comply with NPDES requirements for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable BMPs and development of an SWPPP and monitoring program plan. (Water



quality is addressed in Section 5.11, *Hydrology/Water Quality*, of this EIR.)

- **Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)** – The project’s proximity to MCAS Miramar requires notification to the FAA in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has completed an initial request for the aeronautical study and has received Determination of No Hazard to Air Navigation for the project (see Appendix J). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed.

Additionally, the Carroll Canyon Mixed-Use project was reviewed for consistency with the MCAS Miramar ALUCP. A letter from MCAS Miramar determined that the proposed project is contained within the MCAS Miramar AICUZ Study Area and is: within the adopted AIA; 2) outside the 60+ dB community noise equivalent level noise contours; 3) outside all Accident Potential Zones; 4) beneath the Outer Horizontal Surface of MCAS Miramar (Federal Aviation Regulation Part 77); and beneath and/or near established fixed- and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar. It was determined that the propose project is consistent with the AICUZ noise and safety compatibility guidelines.

## **E. Statement of Project Purpose and Objectives**

### **Project Purpose**

The purpose of the Carroll Canyon Mixed-Use project is to create a viable mix of residential and commercial uses that would serve the adjacent employment parks, nearby residential neighborhoods, the Scripps Miramar Ranch community, and the adjacent Mira Mesa community to the west of the project site. Housing provided by the project would provide additional housing opportunities for the City. The project’s location and proposed uses would serve to reduce trips to outlying areas for similar retail services and capture drive-by trips, while also expanding employment opportunity proximate to residential development and providing an amenity to the nearby business parks.

### **Project Objectives**

The project objectives associated with the Carroll Canyon Mixed Use project are as follows:

- Create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community.
- Create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community.
- Allow for retail uses currently limited in availability in the surrounding market area.
- Provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips.
- In keeping with the City of Villages and Smart Growth policies, provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of

an underutilized site within an urban area where amenities and services are available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian.

- Utilize architecture and design elements to ensure high quality design and aesthetics.
- Develop a project that would implement necessary roadway improvements to improve circulation in the project area.
- Create additional retail and job opportunities in the Scripps Miramar Ranch community.



### III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City determined that the proposed project may have a significant effect on the environment and that an EIR should be prepared to analyze the potential impacts associated with approval and implementation of the proposed project. In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated August 15, 2015, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the proposed Carroll Canyon Mixed Use project. A copy of the NOP and letters received during its review are included in Appendix A to the EIR. Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the proposed project should address the following environmental issues: Land Use; Transportation/Traffic Circulation/Parking; Visual Quality/Neighborhood Character; Air Quality; Global Climate Change; Energy; Noise; Biological Resources; Geologic Conditions, Paleontological Resources; Hydrology/Water Quality; Health and Safety; Public Services and Facilities; Public Utilities; Growth Inducement; and Cumulative Effects.

The Draft EIR for the proposed project was then prepared and circulated for review and comment by the public, agencies and organizations for a 45-day public review period that began on January 11, 2017 and ended on February 27, 2017. A Notice of Completion (NOC) and copies of the EIR and technical appendices were provided to the State Clearinghouse, Office of Planning and Research (SCH No. 2015081031) on January 11, 2017. The Draft EIR and technical appendices were also directly sent to all applicable local, state, and federal agencies, MCAS Miramar, Caltrans District 11, California Department of Fish & Wildlife, Regional Water Quality Control Board, State Clearinghouse, California Air Resources Board, and the Native American Heritage Commission. A notice of availability of the Draft EIR for review was mailed to interested parties within the community and non-residential property owners who expressed an interest in the project. The notice of availability was also filed with the City Clerk and posted in the San Diego Daily Transcript and on the City's web page, and the required notice was provided to the public.

As noted, the public comment period on the Draft EIR concluded on February 27, 2017. The City received seven letters of comment on the proposed project. The City prepared responses to those comments, which are incorporated into the Final EIR. On December 14, 2017, the City of San Diego Planning Commission held a public hearing and recommended to the San Diego City Council approval of the project and certification of the Final EIR. On [date], the City Council held a public hearing to consider the project and, by a [ ] vote, certified the Final EIR, adopted these findings of fact, and the accompanying Statement of Overriding Considerations, and approved the Carroll Canyon Mixed Use project.

#### IV. GENERAL FINDINGS

The City hereby finds as follows:

- The City is the “Lead Agency” for the proposed project evaluated in the Final EIR.
- The Draft EIR and Final EIR were prepared in compliance with CEQA and the Guidelines.
- The City has independently reviewed and analyzed the Draft EIR and the Final EIR, and these documents reflect the independent judgment of the City Council and the City of San Diego pursuant to Public Resources Code section 21082.1.
- The City of San Diego’s review of the Draft EIR and the Final EIR is based upon CEQA, the CEQA Guidelines, and the City of San Diego California Environmental Quality Act Significance Determination Thresholds – Development Services Department (January 2011) (CEQA Significance Determination Thresholds).
- A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project, which the City has adopted or made a condition of approval of the proposed project. That MMRP is included as Section 11.0 of the Final EIR, is incorporated herein by reference and is considered part of the record of proceedings for the proposed project.
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City will serve as the MMRP Coordinator.
- In determining whether the proposed project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2.
- The impacts and potential impacts of the proposed project have been analyzed to the extent feasible at the time of certification of the Final EIR.
- The City has reviewed the comments received on the Draft EIR and Final EIR and the responses thereto and has determined that, in accordance with CEQA Guidelines Section 15088.5, neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR or Final EIR, no new impacts and/or mitigation measures have been identified, and that recirculation of the EIR is not necessary. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings and Statement of Overriding Considerations, concerning the environmental impacts identified and analyzed in the Final EIR. The City has included new information in the Final EIR, but the new information merely clarifies and amplifies the information in the Draft EIR. This new information does not alter the EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. No significant new information is provided by the inclusion of this information that would require recirculation of the EIR.
- The City has made no decisions that constitute an irretrievable commitment of resources toward the proposed project prior to certification of the Final EIR, nor has the City previously committed to a definite course of action with respect to the proposed project;

- Copies of all the documents incorporated by reference in the Final EIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials; and
- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the proposed project and finds as stated in these Findings.

## V. SUMMARY OF IMPACTS

Section 5.0 of the Final EIR presents the *Environmental Analysis* of the proposed project. Based on the analysis contained in Section 5.0 of the Final EIR, the Final EIR concludes that the proposed Carroll Canyon Mixed Use project will have **no significant impacts** and require no mitigation with respect to the following issues:

- Land Use
- Visual Quality/Neighborhood Character
- Air Quality
  - Plan consistency
  - Violation of air quality standard
  - Sensitive receptors
  - Particulate Matter
- Global Climate Change
- Energy
- Noise
  - Land Use Compatibility
  - Operational impacts
  - Off-site roadway noise
  - Direct construction noise
- Geological Conditions
- Hydrology/Water Quality
- Health and Safety
- Public Services and Facilities
- Public Utilities

Potentially **significant impacts of the proposed project will be mitigated to below a level of significance** with respect to the following issues:

- Transportation/Traffic Circulation/Parking (direct and cumulative)
  - Impact 5.2-1: The proposed project would result in cumulatively significant impact to a segment of Carroll Canyon Road, from I-15 to the signalized main project access the Horizon Year plus Project conditions.

- Impact 5.2-3: The proposed project would result in a direct impact and cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps under the Near-Term plus Project condition and a cumulative impact in the Horizon Year plus Project condition.
- Biological Resources (indirect)
  - Impact 5.8-1: Project construction noise may result in indirect impacts to nesting raptors, which would be considered a potentially significant impact.
- Paleontological Resources
  - Impact 5.10-1: The proposed project could result in direct impacts to paleontological resources as a result of grading, if grading occurs within the Very Old Terrace Deposits.

**Impacts would remain significant and unmitigated** for the following issues:

- Transportation/Traffic Circulation/Parking (direct and cumulative)
  - Impact 5.2-2: The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and Maya Linda Road under the Horizon Year plus Project conditions.
  - Impact 5.2-4: The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 southbound freeway ramps under the Horizon Year plus Project conditions.
  - Impact 5.2-5: The project would result in a cumulatively significant impact to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue under the Horizon Year plus Project conditions.

The intersection of Carroll Canyon Road at Maya Linda Road (Impact 5.2-2) is calculated to have improved operations (i.e. LOS) as part of the physical improvements to the adjacent intersections of Carroll Canyon Road/I-15 NB Ramp (Impact 5.2-3) and Carroll Canyon Road/I-15 SB Ramp (Impact 5.2-4), because these three intersections are interconnected. When the intersection of Carroll Canyon Road/I-15 SB Ramp has an additional eastbound to southbound right turn lane added and the intersection of Carroll Canyon Road/I-15 NB Ramp has an additional westbound to northbound right turn lane added, their capacities improve, which means more vehicles would get through these two intersections. Since these two intersections are interconnected with Maya Linda Road, the higher intersection capacity at Carroll Canyon Road/I-15 SB Ramp and Carroll Canyon Road/I-15 NB Ramp (due to additional lanes as noted above) would reduce the queuing to Maya Linda, thereby mitigating the cumulative impacts to below a level of significance. However, if the improvement specified by MM 5.2-3, as described in Section VI, Findings Regarding Impacts, below (i.e., 9.4 percent fair share contribution toward the applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon Road southbound ramp) is not completed by the study horizon year, then Impact 5.2-4 would not be fully mitigated. Therefore, because MM 5.2-3 is not guaranteed to be completed by study horizon year, and because Impact 5.2-2 depends upon MM 5.2-3 for full mitigation of Impact 5.2-2, Impact 5.2-2 would also remain significant and unmitigated.

To mitigate Impact 5.2-5 to the segment of Carroll Canyon Road between the signalized project access and Businesspark Avenue, the applicant proposes to pay a fair share of 15.4 percent toward the cost of a raised median between the signalized project access and Businesspark Avenue (MM 5.2-4). During the construction of the signalized entrance for the project, the applicant will construct a short segment of the raised median just east of the signalized project access as conceptually shown in the exhibit titled *Proposed Ultimate Striping (Prime Arterial)* by USA, Inc. 12/19/12. The cost of constructing the short segment of a raised median just east of the signalized project access will be credited towards the applicant's fair share responsibility of 15.4 percent for the eventual raised median between the signalized project access and Businesspark Avenue. However, if the roadway is not improved with a raised median by the study horizon year of 2035, then the cumulative impact would not be fully mitigated, thus a finding of overriding consideration would be required. With the improvement of a raised median, the segment is calculated to operate at acceptable LOS as documented in Table 41 of the project Traffic Impact Analysis (1/2/16).



## VI. FINDINGS REGARDING IMPACTS

### A. Significant Impacts of the Proposed Project that Will Be Mitigated to Below a Level of Significance

#### Transportation/Traffic Circulation/Parking

**Environmental Impact:** The project would result in traffic generation in excess of specific community plan allocation and an increase in project traffic which is substantial in relation to the existing traffic load and capacity of the street system based on the City's CEQA Significance Determination Thresholds, resulting in a substantial impact upon existing or planned transportation systems.

**Finding:** The City finds that:

- a. The proposed project would result in one cumulatively significant impact to the segment of Carroll Canyon Road, from I-15 to the signalized main project access (**Impact 5.2-1**).
- b. The proposed project would result in a direct impact and a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps (**Impact 5.2-3**).
- c. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.
  - i. The project's cumulatively significant impact to a segment of Carroll Canyon Road, from I-15 to the signalized main project access, would be mitigated to below a level of significance (**Impact 5.2-1**).
  - ii. The project's direct impact and a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps would be mitigated to below a level of significance (**Impact 5.2-3**).

**Facts in Support of Finding:** Section 5.2 of the Final EIR, incorporated herein by reference, describes the project's impacts on traffic, including impacts to street segments, intersections, freeway segments, freeway ramp meters, and Congestion Management Program (CMP) arterials. A *Transportation Impact Analysis* (TIA) was prepared for the proposed project by LOS Engineering, Inc., dated January 2, 2016. A copy of the TIA is included as Appendix B to the EIR and is incorporated herein by reference. The TIA examines the effects of the proposed Carroll Canyon Mixed Use project on the existing and planned circulation system based on the anticipated development of the project. In order to determine a scope of work for the TIA, LOS Engineering, Inc., completed a preliminary analysis and met with City Transportation staff. Based on the meeting, study area intersections and street segments were identified for the analysis and traffic generation and distribution was determined. The preliminary analysis was based on a SANDAG Series 12 travel forecast and both machine and manual traffic counts of the existing daily and peak hour traffic flow data for the study intersections and street segments.

The TIA examines the effects of the proposed Carroll Canyon Mixed Use project on the existing and planned circulation system based on development of the project and build-out of the community. The

study area for the proposed project includes existing intersections and their corresponding street segments. The study area includes the following intersections:

- 1) Carroll Canyon Road/Maya Linda Road (signalized)
- 2) Carroll Canyon Road/I-15 Southbound Ramp (signalized)
- 3) Carroll Canyon Road/I-15 Northbound Ramp (signalized)
- 4) Carroll Canyon Road/Business Park Avenue (signalized)

The following street segments were also analyzed as part of this study:

- 1) Carroll Canyon Road from I-15 to the proposed project access
- 2) Carroll Canyon Road from the proposed project access to Businesspark Avenue

Due to the project site's vicinity to I-15, freeway segment analysis is included in the traffic study. The following freeway segments were analyzed as part of this study:

- 1) I-15 from Mira Mesa Boulevard to Carroll Canyon Road
- 2) I-15 from Carroll Canyon Road to Miramar Road

The following freeway ramps were analyzed in the study:

- 1) I-15/Carroll Canyon Road Southbound On-Ramp
- 2) I-15/Carroll Canyon Road Northbound On-Ramp

The Transportation Impact Analysis evaluates existing conditions (based on current street improvements and operations), Existing with Project Conditions, Near Term (existing plus cumulative) without Project Conditions, Near Term (existing plus cumulative) with Project Conditions, Horizon Year (2035) without Project Conditions, and Horizon Year (2035) with Project Conditions. The term "near term" is meant to discuss a condition occurring within the next several years to reflect the proposed project's opening day. This reflects the best information available for determining what traffic would be in the next several years. The analysis used for transportation modeling purposes is the Horizon Year 2035. The Traffic Impact Analysis also includes an analysis of transit, parking, and access. SANDAG Series 12 select zone analysis was used to determine the distribution of project traffic and future with project traffic volumes.

The project trip generation for the proposed project was calculated using trip rates from the City of San Diego Trip Generation Manual, May 2003. Two trip generation rates were applied: a driveway rate for project access points and a cumulative rate (accounts for primary and diverted trips) that was applied for all other analyzed roadways. The City's trip rate of 6 trips per dwelling unit for over 20 dwelling units per acre was applied. The project driveway volumes were calculated at 4,004 Average Daily Traffic (ADT) with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 276 PM peak hour trips (174 inbound and 100 outbound). (Note: The apartment portion of the project has some ancillary uses such as a lounge, gym, and leasing office, which are not part of the commercial/retail space; therefore, the trip generation only lists the number of apartments and commercial/retail space. The ancillary uses such as the gym are for residents of the apartments only and not part of the commercial center.)

The proposed project would result in a cumulatively significant impact to the segment of Carroll Canyon Road, from I-15 to the signalized main project access (Impact 5.2-1), and a direct impact and a cumulatively significant impact the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps (Impact 5.2-3).

**Mitigation Measures:** The following mitigation measures would be implemented to reduce the project's direct impact to traffic and circulation.

**MM 5.2-1 Carroll Canyon Road (segment between I-15 and project signalized access) (Impact 5.2-1)** – Prior to the issuance of the first building permit, the owner/permittee shall assure by permit and bond the construction of a raised median along the project frontage to the satisfaction of the City Engineer and construction shall be completed and accepted by the City prior to issuance of first certificate of occupancy.

**MM 5.2-2 Carroll Canyon Road/I-15 NB Ramp Intersection (Impact 5.2-3)** – Prior to the issuance of the first building permit, the owner/permittee shall assure by permit and bond the construction of a 14-foot-wide westbound right turn lane extending from the west side of the project's signalized intersection/driveway entrance westerly to the northbound freeway on-ramp to I-15, satisfactory to the City Engineer.

In addition to the proposed mitigation measure outlined above, the applicant proposes the following project features:

- 1) Construct a new signalized primary access at the easterly project driveway (traffic signal warrant Figure 4C-103 based on estimated ADT is satisfied with calculations included in Appendix I of the Carroll Canyon Mixed Use TIA).
- 2) Construct a new right-in/right-out driveway between the existing primary driveway and I-15.
- 3) Widen Carroll Canyon Road and construct an eastbound second left turn lane into the project at the project signalized access.

**Reference:** Final EIR § 5.2.

### **Biological Resources**

**Environmental Impact:** The proposed project has the potential to result in a conflict with local policies or ordinances protecting biological resources. Specifically, the proposed project will have potentially significant indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. However, these impacts can be mitigated to a less than significant level through implementation of mitigation measures.

Additionally, potentially significant indirect impacts could adversely affect biological resources in adjacent off-site open space areas due to an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust). However, as described in the EIR, such potential indirect impacts are unlikely to occur and, therefore, are not considered to be significant.

**Finding:** The City finds that:

- a. The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species.
- b. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project (**Impact 5.8-1**). This would be regarded as a potentially significant indirect impact.
- c. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

**Facts in Support of Finding:** The following mitigation measures have been identified for the Carroll Canyon Mixed Use project. Detection for raptor nests shall occur prior to the issuance of grading permits. Mitigation to minimize the potentially significant indirect impacts of project development is also listed. With implementation of these mitigation measures, the project's impacts would be reduced to below a level of significance.

**Raptor Noise Mitigation (Indirect Impact)** - Project construction noise may result in indirect impacts to nesting raptors, which would be considered a potentially significant impact. Therefore, the following measures shall be implemented to reduce indirect impacts to below a level of significance.

**MM 5.8-1** To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, a Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. If nesting birds are not detected during the precon survey, no further mitigation is required.

**Reference:** Final EIR § 5.8.



## Paleontological Resources

**Environmental Impact:** The proposed project has the potential to result in significant impacts to paleontological resources, if grading occurs in areas underlain by the Lindavista Formation or Stadium Conglomerate. However, these impacts can be mitigated to a less than significant level through implementation of mitigation measures.

**Finding:** The City finds that:

- a. The project area is underlain by Very Old Paralic Deposits, Undocumented Fill, and Stadium Conglomerate Formation. Of these, only the Very Old Paralic Deposits and Stadium Conglomerate Formation have the potential for paleontological resources. For purposes of evaluating paleontological resources, the Very Old Paralic Deposits formation is broadly correlated as the Lindavista Formation. In the Scripps Miramar Ranch area of the City, the Lindavista Formation has a moderate potential for paleontological resources. Stadium Conglomerate has a high potential for paleontological resources. The proposed Carroll Canyon Mixed-Use project would result in approximately 39,000 cubic yards of cut and 4,500 cubic yards of fill. The maximum depth of cut would be nine feet, and the maximum fill depth would be nine feet. According to the City of San Diego's *California Environmental Quality Act Significance Thresholds*, implementation of a proposed project would have the potential to significantly impact paleontological resources, if grading of geologic formations that occurs in a moderate resource potential geologic deposit/formation/rock unit – such as the Lindavista Formation that underlies most of the project site – exceeds 2,000 cubic yards. The proposed project would meet this threshold. Also, it was noted during geological explorations that there are sensitive and moderately sensitive formations (Lindavista and Stadium Conglomerate) in some locations of the project site as shallow as one foot deep. Additionally, the City of San Diego's *California Environmental Quality Act Significance Thresholds* state that if grading of geologic formations that occurs in a high resource potential geologic deposit/formation/rock unit – such as the Stadium Conglomerate Formation that underlies of the project site – exceeds 1,000 cubic yards, then a potentially significant impact to paleontological resources would result.
- b. Because the project would result in grading that could potentially affect the Lindavista Formation (Very Old Paralic Deposits) and Stadium Conglomerate Formation, potentially significant impacts to paleontological resources would occur (**Impact 5.10-1**).
- c. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

**Facts in Support of Finding:** The following mitigation measures have been identified for the Carroll Canyon Mixed Use project. Paleontological monitoring is required and shall apply to areas of the project site where undisturbed Lindavista Formation could be encountered during grading for the project. These measures shall not apply to areas of fill on the site, unless grading of the fill areas results in grading into undisturbed formational material. With implementation of these mitigation measures, the project's impacts would be reduced to below a level of significance.

### **MM 5.5-1 I. Prior to Permit Issuance**

A. Land Development Review (LDR) Plan Check

1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

**II. Prior to Start of Construction**

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.



- a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

### III. During Construction

- A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.**
2. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously

assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
  - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
  - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
  - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
  - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

**IV. Night and/or Weekend Work**

- A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.

- a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 9 am on the next business day.

- b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.

- c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.

- d. The PI shall immediately contact MMC, or by 8 am the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

- B. If night work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
2. The RE, or BI, as appropriate, shall notify MMC immediately.

- C. All other procedures described above shall apply, as appropriate.

## V. Post Construction

### A. Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
  - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
  - b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

### B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

### C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

**Reference:** Final EIR § 5.10.

**Cumulative Impacts**

**Environmental Impact – Biological Resources:** The Carroll Canyon Mixed Use project could result in potential significant indirect cumulative biological resources impact relative to indirect noise impacts to raptors that could nest in adjacent areas during construction of the project (Impact 5.8-1). As discussed in 6.0, *Cumulative Effects*, of the Final EIR, significant indirect cumulative environmental impacts to biological resources may occur.

**Finding:** The City finds that:

- a. The proposed project would result in one significant indirect cumulative impact to raptors due to noise if nesting birds are present in adjacent areas at the time of project construction.
- b. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

**Facts in Support of Finding:** Mitigation measures would be implemented to ensure that indirect impacts are reduced to below a level of significance. Therefore, the project would mitigate its contribution to cumulatively significant indirect impacts. The City would require similar mitigation measures for other projects that have the potential to result in indirect impacts to nesting birds, which would reduce cumulatively significant impacts associated with indirect impacts to below a level of significance.

**Mitigation Measures:** The City would require similar mitigation measures to MM 5.8-1 for other projects that have the potential to result indirect impacts to nesting birds, which would reduce cumulatively significant impacts associated with indirect impacts to below a level of significance.

**Reference:** Final EIR § 6.0.

**Environmental Impact – Paleontological Resources:** The Carroll Canyon Mixed Use project could result in potential significant cumulative paleontological resources impacts, due to the sensitivity of underlying geologic formations (Impact 5.10-1). As addressed in Section 5.10, *Paleontological Resources*, of this EIR, the proposed project site is underlain by geologic formations that could contain



important paleontological resources. As discussed in 6.0, *Cumulative Effects*, of the Final EIR, significant cumulative environmental impacts to paleontological resources may occur.

**Finding:** The City finds that:

- a. The proposed project would result in one significant cumulative impact to paleontological resources.
- b. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

**Facts in Support of Finding:** Implementation of the standard mitigation measures set forth in Section 5.10 (MM 5.10-1) would reduce potential impacts to paleontological resources to below a level of significance. Other projects which involve grading of native materials that could contain paleontological resources would be conditioned in a similar manner to implement measures which would mitigate potential impacts to paleontological resources. Implementation of required mitigation measures would reduce the potential cumulative loss of important paleontological resources to below a level of significance.

**Mitigation Measures:** The City would condition other projects which involve grading of native materials that could contain paleontological resources in a similar manner by requiring measures which would mitigate potential impacts to paleontological resources (MM 5.10-1). Implementation of required mitigation measures would reduce the potential cumulative loss of important paleontological resources to below a level of significance.

**Reference:** Final EIR §§ 5.10 and 6.0.

**Environmental Impact - Public Utilities:** The Carroll Canyon Mixed Use project could result in potential significant cumulative public utilities impacts relative to solid waste. The Carroll Canyon Mixed-Use project would generate solid waste through construction and operation of the proposed retail commercial development. When considered in conjunction with build-out of the City's General Plan, community plan, and individual projects evaluated for this cumulative impacts analysis, impacts to solid waste disposal would be considered cumulatively significant. As discussed in 6.0, *Cumulative Effects*, of the Final EIR, significant cumulative environmental impacts to public utilities may occur.

**Finding:** The City finds that:

- a. The proposed project would result in one significant cumulative impact to public utilities (solid waste).
- b. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

**Facts in Support of Finding:** In accordance with Environmental Services Department (ESD) guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a Waste Management Plan was required for the Carroll Canyon Mixed-Use project. The plan addresses solid waste management techniques for demolition, construction, and operational activities, including reuse and recycling of materials. To reduce the amount of waste generated by demolition activity, the



demolished materials would be sorted at the project site and recycled in accordance with the demolition debris recycling strategies given by the City of San Diego Environmental Services Department. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. The proposed project, as well as other development projects, would be required to comply with this requirement. Cumulative impacts associated with solid waste disposal would be avoided by adherence to City requirements.

**Mitigation Measures:** In accordance with ESD guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a Waste Management Plan was required for the other development projects in San Diego. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. Other development projects would be required to comply with this requirement. Cumulative impacts associated with solid waste disposal would be avoided by adherence to City requirements.

**Reference:** Final EIR § 6.0.

## **B. Impacts that Would Remain Significant and Unmitigated**

### ***Transportation/Traffic Circulation/Parking***

**Environmental Impact:** The project would result in traffic generation in excess of specific community plan allocation and an increase in project traffic which is substantial in relation to the existing traffic load and capacity of the street system based on the City's CEQA Significance Determination Thresholds, resulting in a substantial impact upon existing or planned transportation systems.

**Finding:** The City finds that:

- a. The proposed project would result in impacts at the following locations, which cannot be mitigated to below a level of significance:
  - One cumulatively significant impact at the intersection of Carroll Canyon Road and Maya Linda Road under horizon year (2035) conditions (**Impact 5.2.2**);
  - One cumulatively significant impact at the intersection of Carroll Canyon Road and I-15 southbound (**Impact 5.2-4**).
  - One cumulatively significant impact to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue (**Impact 5.2-5**)
- d. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures identified in the final EIR.
  - i. Mitigation for impacts to the Carroll Canyon/I-15 southbound ramp intersection, the intersection of Carroll Canyon Road and Maya Linda Road, and to the segment of Carroll Canyon Road between the project's signalized main project access and Businesspark Avenue call for fair share contributions to improvements that also require contribution from other sources for their completion. Although the project's

fair share contribution would mitigate its cumulative impacts, because completion of those improvements relies on funding by others and cannot be guaranteed to be implemented by the study Horizon year, the cumulative impact may not be fully mitigated to a less than significant level.

**Facts in Support of Finding:** The following mitigation measures would be implemented to reduce the project's impacts to traffic and circulation.

**MM 5.2-2 Carroll Canyon Road/I-15 SB Ramp Intersection (5.2-4)** – Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 9.4 percent toward applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp, satisfactory to the City Engineer.

The intersection of Carroll Canyon Road at Maya Linda Road (Impact 5.2-2) is calculated to have improved operations (i.e. LOS) as part of the physical improvements to the adjacent intersections of Carroll Canyon Road/I-15 NB Ramp (Impact 5.2-3 and MM 5.2-2) and Carroll Canyon Road/I-15 SB Ramp (Impact 5.2.4 and MM 5.2-3), because these three intersections are interconnected. When the intersection of Carroll Canyon Road/I-15 SB Ramp has an additional eastbound to southbound right turn lane added and the intersection of Carroll Canyon Road/I-15 NB Ramp has an additional westbound to northbound right turn lane added, their capacities improve, which means more vehicles would get through these two intersections. Since these two intersections are interconnected with Maya Linda Road, the higher intersection capacity at Carroll Canyon Road/I-15 SB Ramp and Carroll Canyon Road/I-15 NB Ramp (due to additional lanes as noted above) would reduce the queuing to Maya Linda, thereby mitigating the cumulative impacts to below a level of significance. However, if the improvement specified by MM 5.2-3 (9.4 percent fair share contribution toward the applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp) to mitigate Impact 5.2-4 is not completed by the study horizon year, this impact would not be fully mitigated. Therefore, because MM 5.2-3 is not guaranteed to be completed by study horizon year, and because Impact 5.2-2 depends upon MM 5.2-3 for full mitigation of Impact 5.2-2, impact 5.2-2 would remain significant and unmitigated.

**MM 5.2-4 Carroll Canyon Road Between Project Signalized Access and Businesspark Avenue (Impact 5.2-5)** – Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 15.4 percent toward the cost of a raised median between the signalized project access and Businesspark Avenue. During the construction of the signalized entrance for the project, the applicant will construct the short segment of the raised median just east of the signalized project access as conceptually shown in the *Proposed Ultimate Striping exhibit (Prime Arterial)* by USA, Inc. 12/19/12, satisfactory to the City Engineer. The cost of constructing the short segment of a raised median just east of the signalized project access will be credited towards the applicant's fair share responsibility of 15.4 percent for the eventual raised median between the signalized project access and Businesspark Avenue.

The remainder fair share contributions for improvements to this roadway segment are to be fulfilled by unidentified future development. Because improvement of the entire roadway segment with a raised median cannot be guaranteed to occur by the study horizon year, the cumulative impact is not considered to be fully mitigated. Thus, this impact remains significant and unmitigated.

The mitigation for impacts to the Carroll Canyon Road/Maya Linda Road intersection, to the Carroll Canyon/I-15 southbound ramp intersection, and to the segment of Carroll Canyon Road between the project's signalized access and Businesspark Avenue call for a fair share contribution to improvements that also require contribution from other sources for their completion. Although the project's fair share contribution would mitigate its cumulative impacts, because completion of those improvements relies on funding by others and cannot be guaranteed to be implemented by study Horizon year, the cumulative impact may not be fully mitigated to a less than significant level.

The City finds that there are no other feasible mitigation measures that will mitigate the impact to below a level of significance.

**Reference:** Final EIR §§ 5.2 and 6.0.

**VII.**  
**FINDINGS REGARDING CHANGES OR ALTERATIONS THAT ARE WITHIN THE RESPONSIBILITY  
AND JURISDICTION OF ANOTHER PUBLIC AGENCY**

There are no changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding.

**VIII.**  
**FINDINGS REGARDING ALTERNATIVES**

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the proposed project. Because the proposed project will cause significant environmental effects related to Transportation/Traffic Circulation/Parking (direct and cumulative), Biological Resources (indirect), and Paleontological Resources (direct), the City must consider the feasibility of any environmentally superior alternatives to the proposed project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the objectives of the proposed project.

The EIR presents and considers a reasonable range of alternatives that could avoid or substantially lessen any significant effects of the proposed project. The EIR analyzes whether such alternatives are feasible and would attain most of the basic objectives of the project to permit a reasoned choice among the options available to the City and/or the project proponent. As presented in the Final EIR, the following is a list of the project objectives:

- Create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community.

- Create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community.
- Allow for retail uses currently limited in availability in the surrounding market area.
- Provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips.
- In keeping with the City of Villages and Smart Growth policies, provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities are readily available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian.
- Utilize architecture and design elements to ensure high quality design and aesthetics.
- Develop a project that would implement necessary roadway improvements to improve circulation in the project area.
- Create additional retail and job opportunities in the Scripps Miramar Ranch community.

The impacts of each alternative are analyzed in Section 10.0 of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is “*substantially less*” than the proposed project. A significant effect is defined in Section 15382 of the CEQA Guidelines as “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*” The significant impacts that apply to this project are: Transportation/Traffic Circulation/Parking (direct and cumulative), Biological Resources (indirect), and Paleontological Resources (direct).

Alternatives considered for the Carroll Canyon Mixed Use project, including a discussion of the “No Project” alternative, are addressed in detail in Section 10.0, *Alternatives*. Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:

- (A) *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.*
- (B) *If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.*

Alternatives to the Carroll Canyon Mixed Use project discussed in the EIR include the “No Project” alternative that is mandated by CEQA and other alternatives that were developed in the course of project planning and environmental review for the proposed project. Specifically, the following project alternatives are addressed in the EIR:

1. Alternative 1 – No Project/No Build Alternative
2. Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning
3. Alternative 3A – Reduced Intensity Alternative – No Significant Traffic Impacts
4. Alternative 3B – Reduced Intensity Alternative – No Significant Direct Traffic Impacts

Based upon the administrative record for the project, the City makes the following findings concerning the alternatives to the proposed project.



## **Alternative 1 – No Project/No Build Alternative.**

**Description:** Under the No Project/No Build Alternative, the proposed project would not proceed. Instead, the project site would remain as it is today, the existing buildings would not be demolished or redeveloped, and no new development would occur. This alternative assumes that the existing office buildings could, at some time, be occupied and used as multi-tenant office space.

**Finding:** The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make the No Project/No Build Alternative infeasible, and therefore the City rejects this alternative.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

**Facts in Support of Finding:** When compared to the proposed project, the No Project/No Build alternative would not require amendments to the community plan and General Plan and would not require a rezone. Less impacts would occur relative to air quality, GHG emissions, and noise, because less overall traffic would be generated. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. Impacts to off-site biological resources and the potential to impacts unknown subsurface paleontological resources would be avoided under this alternative, as no new grading and/or construction would occur. The No Project/No Build alternative would not generate construction waste, as no new construction would occur, and cumulative impacts relative to solid waste generation not occur with this alternative. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. However, none of these impacts were found to be significant for the proposed project.

Because traffic volumes would be less under this alternative than the proposed project, the No Project/No Build alternative would result in less cumulative impacts associated with traffic than the proposed project. However, this alternative would result in one additional traffic impact that would not occur under the proposed project at the I-15 NB on-ramp/Carroll Canyon Road under PM horizon year conditions because an additional westbound right turn lane onto northbound I-15 on-ramp would not be constructed.

The No Project/No Build alternative would not meet any of the project objectives. This alternative does not create a coherent and cohesive building site and design to enhance existing community character in the Scripps Miramar Ranch community, does not create a commercial retail center that will activate and enliven a primary gateway into the Scripps Miramar Ranch community, does not allow for retail uses currently unavailable in the surrounding market area, does not provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips, does not maximize efficiency in use of project site, does not provide for a viable mix of commercial uses, does not utilize architecture and design elements to ensure high quality design and aesthetics, does not provide quasi-public space for community use in the form of



courtyards and plazas and does not implement transportation improvements that would improve operations.

**Reference:** Final EIR § 10.3.1

### **Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning Alternative.**

**Description:** Under the land use designation in the Scripps Miramar Ranch Community Plan and consistent with the maximum allowable floor area ratio of the underlying IP-2-1 zone (FAR 2.0), development of the project site (9.28 acres) could result in approximately 800,000 square feet of business park-light industrial office uses. The design of a development of that size could occur as a mid-rise building, with structured parking either as above-ground or and/or subterranean. Architecture for this alternative would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City's landscaping ordinance and the Community Plan, ensuring that this alternative would result in an aesthetically pleasing architecture and design. Access would be off an existing driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road under this alternative would include adding a sidewalk and landscaped parkway.

**Finding:** The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make the No Project/Development Under Existing Land Use Designation and Zoning Alternative infeasible, and therefore the City rejects this alternative.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

**Facts in Support of Finding:** When compared to the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative would not require amendments to the community plan and General Plan and would not require a rezone. Greater impacts would occur relative to traffic (this alternative would generate 4,128 more cumulative ADT than the proposed project, 879 more AM inbound trips, 25 less AM outbound trips, 22 more PM inbound trips, and 781 more PM outbound trips) and associated environmental issue areas, such as air quality and GHG emissions. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The No Project/Development Under Existing Land Use Designation and Zoning alternative was rejected for a number of reasons. The No Project/Development Under Existing Land Use Designation and Zoning alternative would meet only one of the project objectives: maximize efficiency in use of project site. This alternative does not create a coherent and cohesive building site and design to enhance existing community character in the Scripps Miramar Ranch community, does not create a commercial retail center that will activate and enliven a primary gateway into the

Scripps Miramar Ranch community, does not allow for retail uses currently unavailable in the surrounding market area, does not provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips, does not provide for a viable mix of commercial uses, does not provide quasi-public space for community use in the form of courtyards and plazas and does not implement transportation improvements that would improve operations.

**Reference:** Final EIR § 10.3.2

### **Alternative 3 – Reduced Intensity Alternative.**

The analysis in Section 5.0, *Environmental Analysis*, of the EIR concludes that the proposed Carroll Canyon Mixed Use project would result in significant direct and cumulative impacts associated with traffic. The project includes mitigation measures which would fully mitigate direct impacts associated with traffic circulation. Two reduced intensity alternatives were evaluated to determine if the project's cumulative traffic circulation impacts could be eliminated with a reduction in the project's overall development intensity.

#### ***Alternative 3A: Reduced Intensity Alternative – Avoidance of All Significant Traffic Impacts***

**Description:** In order to determine the development intensity for the Reduced Project alternative that could avoid all significant traffic-related impacts, the Carroll Canyon Mixed-Use TIA was consulted. As concluded in the TIA and Section 5.2, *Transportation/Traffic Circulation/Parking*, of this EIR, the proposed project would result in one direct and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one significant direct impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Maya Linda Road, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps. Development of a 25-unit apartment project with no additional retail uses would avoid all traffic impacts associated with the proposed project.

The Reduced Intensity Alternative 3A alternative would result in the construction of a 25-unit building with surface parking. The building would be two-stories in height and would be designed in a manner compatible with surrounding buildings. Exterior materials would be earth-tones with wood accents. The surface parking area, as well as other site areas, would be landscaped in accordance with the City's Landscape regulations and the Community Plan. Access would be taken off a single driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road would include installation of a sidewalk and landscaped parkway.

**Finding:** The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make the Reduced Intensity Alternatives infeasible, and therefore the City rejects this alternative.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

**Facts in Support of Finding:** When compared to the proposed project, Reduced Intensity Alternative 3A would require amendments to the Community Plan and General Plan and would require a rezone, like the proposed project. Less impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. The Reduced Intensity Alternative 3A alternative would avoid direct and cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The Reduced Intensity Alternative 3A alternative was rejected for a number of reasons. This alternative would not feasibly attain most of the project objectives. While this alternative could result in creating a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community and could utilize architecture and design elements to ensure high quality design and aesthetics, it would not create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community. This alternative would not provide for retail uses currently limited in availability in the surrounding market area and would not result in retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips. Additionally, this alternative would not provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities are readily available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian. Because no traffic impacts would occur with this alternative, there would not be a need to implement roadway improvements to improve circulation in the project area. This alternative would not maximize residential development at an infill site, where public facilities, transit, and services are within walking distance as called for in the City of Villages and Smart Growth policies and would not create additional retail and job opportunities in the Scripps Miramar Ranch community.

**Reference:** Final EIR § 10.3.3

**Alternative 3B: Reduced Intensity Alternative – Avoidance of Direct Significant Traffic Impacts**

**Description:** Reduced Intensity Alternative 3B was evaluated as a project alternative that could avoid all direct impacts associated with traffic. Under this alternative, a total of 160 apartments along with 9,200 square feet of commercial space could occur. The

commercial space would consist of 2,400 square feet fast food, 3,200 square feet sit down restaurant, and 3,600 square feet of retail shops.

The design for this alternative would be similar to the proposed project but at a reduced scale. Parking would be provided in surface parking lots, as well as garages. The project site would be landscaped similar to the proposed project. Access would be provided in the same locations as the proposed project, and improvements to Carroll Canyon Road would be the same as those proposed as part of the project.

**Finding:** The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make the Reduced Intensity Alternatives infeasible, and therefore the City rejects this alternative.

Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3).

**Facts in Support of Finding:** When compared to the proposed project, Reduced Intensity Alternative 3B would require amendments to the Community Plan and General Plan and would require a rezone, like the proposed project. Less impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. Because traffic volumes would be less under this alternative, the Reduced Intensity Alternative 3B alternative would avoid direct traffic impacts and would result in less cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The Reduced Intensity Alternative 3B alternative would meet many of the project objectives but at a reduced scale to the proposed project. This alternative would create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community. This alternative would result in a mixed-use development that could help to activate and enliven a primary gateway into the Scripps Miramar Ranch community and would allow for retail uses currently limited in availability in the surrounding market area. This alternative would also provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips and could be designed in such a manner that it would result in an efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities are readily available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian. Like the proposed project, it is assumed that this alternative would utilize architecture and design elements to ensure high quality design and aesthetics. This alternative would also result in creating additional retail and job opportunities in the Scripps Miramar Ranch community, albeit at a reduced scale from what would occur with the proposed project. Like the proposed project, however, this alternative would result in cumulative traffic impacts that may not be fully mitigated at the project level.

This alternative was rejected, however, because it does not maximize development potential and efficient use of the project site in a manner that fully recognizes the benefits of creating mixed-use infill development to serve the housing needs of the City and provide commercial amenities for adjacent business parks and nearby residential neighborhoods. The Reduced Intensity Alternative 3B alternative would result in development of 100 less residential units and a 25 percent reduction in retail commercial space. Thus, this alternative would reduce the amount of additional housing that could be provided at a project site where transit is readily available and employment opportunities are nearby, and would not provide the amount of supporting retail commercial uses and amenities to serve employees in adjacent business parks and residents in the project area.

**Reference:** Final EIR § 10.3.3



**IX.**  
**ENVIRONMENTAL ISSUES DETERMINED**  
**NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT**

The City determined that the environmental analysis contained in the Final EIR for agricultural resources, historical resources (archaeological resources and historical resources), tribal cultural resources, mineral resources, recreation, and population and housing had “no impact” or had a “less than significant impact,” and, therefore, did not warrant further consideration in the Final EIR. No substantial evidence has been presented to or identified by the City that will modify or otherwise alter the City’s “no impact” or “less-than-significant” determination for these environmental issues.

**X.**  
**FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE**  
**ENVIRONMENTAL CHANGES**

Guidelines Section 15126(c) requires that an EIR describe any significant irreversible environmental changes that would be involved in the proposed project should it be implemented. Section 15126.2(c) indicates that:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.

The same section further indicates that:

Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Development would occur on the project site as a result of the proposed project, which would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, use of the Carroll Canyon Mixed Use project would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.6, *Energy*, of the EIR, the impacts of increased energy usage are not considered significant adverse environmental impacts.



## XI.

### STATEMENT OF OVERRIDING CONSIDERATIONS

The City adopts and makes this Statement of Overriding Consideration concerning the proposed project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

Pursuant to Section 21081(b) of CEQA and Sections 15093 and 15043(b) of the State CEQA Guidelines, the City is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide benefits, of a proposed project against its unavoidable significant environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable pursuant to Public Resources Code Section 21081.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed project against potential unavoidable significant cumulative impacts to Transportation and Traffic Circulation associated with the proposed project and has adopted all feasible mitigation measures with respect to significant and potential unmitigated cumulative impacts associated with this environmental issue. The City also has examined alternatives to the proposed project and has rejected them as infeasible, finding that none of them would fully meet the project objectives and result in substantial reduction or avoidance of the project's significant and unmitigated environmental impacts.

The California Supreme Court has stated that, "[t]he wisdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." *Citizens of Goleta Valley v. Bd. Of Supers.* (1990) 52 Cal.3d 553, 576. Courts have upheld overriding considerations that were based on policy consideration including, but not limited to, new jobs, stronger tax base, implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plans and general plans, and provision of construction jobs. See *Towards Responsibility in Planning v. City Council* (1988) 200 Cal.App.3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal.App.3d 1029; *City of Poway v. City of San Diego* (1984) 155 Cal.App.3d 1037; *Markley v. City Council* (1982) 131 Cal.App.3d 656.

Each of the Separate Benefits of the proposed project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all potential unavoidable significant environmental impacts identified in these findings, so that if a court were to set aside the determination that any particular benefit would occur and justifies the project's approval, the City Council determines that it would stand by its determination that the remaining benefits are sufficient to warrant the project's approval.

Having considered the entire administrative record on the project, and (i) made a reasonable and good faith effort to eliminate or substantially mitigate the impacts resulting from the project, adopting all feasible mitigation measures; (ii) examined a reasonable range of alternatives to the project and, based on this examination, determined that all those alternatives are either environmentally inferior,

fail to meet the project objectives, or are not feasible, and therefore should be rejected; (iii) recognized all significant, unavoidable impacts; and (iv) balanced the benefits of the project against the project's significant and unavoidable effects, the City hereby finds that the following economic, legal, social, technological, or other benefits, including region-wide or statewide benefits, of the project outweigh the potential unavoidable adverse environmental impacts and render those potential adverse environmental impacts acceptable based upon the following considerations, set forth below.

1. Efficient Use of In-Fill Development at a Strategically Located Site with Minimal Impacts to Natural Resources. The Carroll Canyon Mixed Use project represents in-fill development and re-use of a previously developed site within a mostly built-out community with a viable mix of residential and commercial uses. The project would provide for maximum efficiency in use of the project site by providing for a mix of retail uses and residential units in an area readily served by drive-by, local residential, and employee traffic on a relatively compact footprint.

The proposed project would not impact native habitat or sensitive plant or wildlife species. Development would occur on an already fully developed site. Measures would be implemented to avoid indirect impacts to an off-site adjacent drainage corridor where native vegetation occurs.

2. Provides Much Needed Housing for the City and Region in Accordance with the City of San Diego General Plan and the Climate Action Plan. At the time, the Scripps Miramar Ranch Community Plan was adopted, the housing demands and overall vision for the City of San Diego was vastly different from what exists today. Furthermore, the community plan was adopted prior to the incorporation of the City of Villages Strategy, the Climate Action Plan, and the Regional Housing Needs Assessment (RHNA) Plan. Since the adoption of the Scripps Miramar Ranch Community Plan in 1978, the City of Villages Strategy was incorporated into the City of San Diego General Plan.

The City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Overtime, villages will connect to each other via an expanded regional transit system.

There are a variety of identified village propensities located to the north and west of the project site, such as high village propensity along I-15, particularly at Mira Mesa Boulevard, which reduces in intensity away from I-15 (see Figure 5.1.1, *City of San Diego General Plan Village Propensity Map*). The proposed uses of the project fit with and support these surrounding villages. The project site is partially within a Transit Priority Area of the City's Climate Action Plan (see *City of San Diego Transit Priority Areas per SB 743 map*). Additionally, the project creates the potential for a walkable village extension where one previously was not anticipated due to the industrial land use designation.

Per the RHNA Plan, the forecast housing needs for the San Diego region is 435,171 dwelling units. Of those 435,171 dwelling units, the City of San Diego's housing burden is 233,805 dwelling units. The proposed project allows for Scripps Miramar Ranch to contribute positively to addressing the housing crisis in a manner that fits within established densities of the community, without proposing a density in excess of those identified in the Scripps Miramar Ranch Community Plan.

Global climate change has become a paramount concern on the local, national, and global scale. California's landmark global climate change legislation, the Global Warming Solutions Act of 2006 (AB 32), established the State's goal of substantially reducing its GHG emissions to 1990 levels by 2020. Subsequent legislation, namely Senate Bill (SB) 97, adopted in 2007, addresses climate change by requiring lead agencies to analyze greenhouse gases (GHGs) under CEQA. Additionally, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each Metropolitan Planning Organization to prepare a Sustainable Communities Strategy as part of its Regional Transportation Plan that includes land use, transportation, and housing policies to reduce regional GHG emissions.

Based on the 2011 California Air Resources Board's (ARB) Scoping Plan, the City of San Diego's Climate Action Plan (CAP) is a proactive step toward addressing the City's GHG emissions. The CAP provides a road map for the City to collaborate with communities in assessing vulnerability to future climate change, developing overarching adaptation strategies and implementing measures to enhance resilience. Compliance with the CAP is determined via the CAP Consistency Checklist, which evaluates such factors as land use consistency, energy and water efficiency of buildings; clean and renewable energy; and bicycling, walking, transit, and land use. The proposed project is consistent with the CAP and facilitates San Diego's goals of addressing climate change by providing for an interconnected (internally and regionally) mix of uses that allows residents, employees, and visitors to limit their impact on the environment.

By providing housing and employment uses within the same development, the project provides a direct linkage between housing and jobs. Additionally, due to the project's location within an existing employment node and the extension of the existing pedestrian facilities along the project frontage, the project links residents living within the residential component of the project with employment sites via the established pedestrian and bicycle network.

3. Provides Small-Scale Commercial Uses That Will Serve Residents at the Project and in the Nearby Communities, as well as Employees in the Adjacent Business Parks. The project will provide community-serving commercial retail space in the forms of shops and restaurants with pad space ranging in size from 3,100 square feet to 5,800 square feet. These would contribute to the smaller scale commercial stock of the community, adding to the balance of commercial development. Due to the smaller scale of the commercial retail space proposed for the project site, local entrepreneurship opportunities will attract small business owners and restaurateurs. Additionally, the commercial components of the project, as well as the leasing and support staffing needs of the residential development, will contribute to the local employment pool within Scripps Miramar Ranch.

The proposed project will provide a new commercial retail and restaurant uses within walking distance to existing surrounding industrial uses and business parks. Additionally, the project



site is less than one mile east of residential developments in the Mira Mesa community, providing those residents with additional commercial shopping opportunities accessible by walking, bicycling, transit, or driving.

4. Provides for Mixed Use Development in an Area Where Such Uses Are Compatible with and Support the Surrounding Employment Base. The Collocation/Conversion Suitability Factors Analysis examines the impact of the proposed conversion of industrial land to a mix of residential, small shops, and restaurants. This analysis discusses how industrial lands and Prime Industrial Lands are impacted if a property is converted. The Collocation/Conversion Suitability Factors Analysis includes such determining factors as area characteristics, encroachment of non-industrial uses, proximity to transit, attractiveness to industrial uses (manufacturing, research and development, wholesale distribution, and warehousing uses), impact on Prime Industrial Land, significance of residential/employment component, residential support facilities, airport land use compatibility, public health, public facilities, and separation of uses. The City accepted the Collocation/Conversion Suitability Factors Analysis, determining the project conversion of industrial to mixed-use land uses would not result in an adverse impact on industrial land and the employment uses housed within these areas. The results of the Collocation/Conversion Suitability Factors Analysis conclude that the project's conversion to a mixed-use is suitable. (Carroll Canyon Mixed-Use Project Draft Environmental Impact Report, January 2017, pg. 5.1-21.)

The project will create retail sector jobs, adding to the many layers of employment opportunities within a community to allow for greater employment of residents regardless of educational background or work experience. The relative small size of the commercial retail pads would allow for the potential inclusion of local businesses within the project, which directly supports the local economy and may likely provide a wider range of income opportunities. The project site is located immediately adjacent to office, light industrial, and commercial uses, and is within walking distance multi-family residential developments on the west side of I-15. These existing uses would be able to take advantage of residential, employment, and retail opportunities provided at the project site.

5. Improvements to circulation in the community and for the region. The project will construct a raised median along the project frontage and will assure by permit and bond the construction of a 14-foot wide westbound right turn lane extending from the west side of the project's signalized intersection/driveway entrance westerly to the northbound freeway on-ramp to I-15.

As stated in the EIR (see Section 5.2, *Transportation/Traffic Circulation/Parking*) and as a requirement of the project, the project owner/permittee will be required to pay a fair share of 9.4 percent toward the construction of an eastbound to southbound right turn lane addition to the I-15/Carroll Canyon Road southbound ramp and a fair share of 15.4 percent toward the cost of a raised median between the signalized project access and Businesspark Avenue. During the construction of the signalized entrance for the project, the applicant will construct the short segment of the raised median just east of the signalized project access.

Additionally, above and beyond mitigation measures required for the project, the project would include the following project features:

- Construct a new signalized primary access at the easterly project,
  - Construct a new right-in/right-out driveway between the existing primary driveway and I- 15, and
  - Widen Carroll Canyon Road and construct an eastbound second left turn lane into the project at the project signalized access.
  - The project applicant is working with Caltrans to evaluate extending of a portion of the northbound I-15 off-ramp lane at Carroll Canyon Road to provide additional queue space, which will facilitate better access in this area.
6. Lower Vehicle Miles Traveled. The project is located at a key site within the community, adjacent to I-15 and a primary roadway, Carroll Canyon Road. This location further increases project efficiency, as users of the site, as well as delivery vehicles, are provided close and easy access from the freeway. The project additionally provides for residential opportunities within proximity to on-site retail, surrounding retail and employment, institutional uses, and transit. The project's location also allows for shortened trips for nearby residential development, work-day trips for employees of adjacent light industrial and office developments accessing the project's retail commercial uses, as well as capture of pass-by trips for those travelling along the I-15 or Carroll Canyon Road and accessing the project's retail commercial uses on their way to other destinations.
7. Promotes Multimodal Transportation by Facilitating Non-Motorized Transportation Options and Access to Transit. The project has pedestrian circulation and linkage elements, and a bike lane exists along Carroll Canyon Road. As part of the project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. Currently, pedestrian facilities (sidewalks) exist on the freeway overpass, but terminate at the project boundary. The provision of a sidewalk on the project frontage of Carroll Canyon Road would allow area residents to connect to and through the project site safely. The sidewalk promotes a pedestrian environment. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. By expanding pedestrian facilities along the project site, the proposed project contributes to the promotion of community walkability for residents and employees on-site, employees of existing commercial and industrial uses that surround the project site, and residents in the Mira Mesa apartments located on the west side of I-15, within one-quarter mile of the project site.

The project would be served by Bus Route 964, which connects to the regional bus and light rail transit network. Route 964 is the closest transit, with a stop located three blocks from the project site on Businesspark Avenue.

8. Consistent with the Character of the Community. The location of the proposed project at the edge of the community prevents disruption to the single-family character prevalent on the interior of the community. Multi-family development of condominiums and townhomes tends to be on the periphery of the community. The project keeps with the established community-wide land use pattern of providing multi-family housing along the I-15 corridor, leaving single-family homes internal to the community undisturbed. The project contributes to the spectrum

of housing choices in the Scripps Miramar Ranch community that the community plan calls to be completed, by providing both new multi-family housing and rental housing, where the majority of housing is either single-family or for-sale product.

9. Assists the City's Goals of Managing Greenhouse Gas Emissions. The Carroll Canyon Mixed Use project provides for uses not currently provided in the surrounding community, such as additional multi-family residential, retail shops, and restaurants. The central location of the project, both within the City as a whole and along the I-15 corridor, helps to reduce vehicle miles traveled compared to the vehicle miles that would be traveled by residents and business park employees to existing comparable uses present outside the community. The provision of a mix of residential and retail uses on-site further helps reduce greenhouse gas emissions, as vehicles do not have to travel to multiple locations to access the uses provided together on the project site (i.e., dining and shopping).

Additionally, the project would implement the following Project Design Features (PDFs) directed at reducing the project's contribution to greenhouse gas emissions and global climate change.

#### **SITE DESIGN**

- At least one principal participant of the project team is a LEED Accredited Professional.
- Located within ¼-mile of one or more transit stops.
- Provide secure bicycle racks and/or storage.
- Use of materials with recycled content.
- A minimum of 10% (based on cost) of the total materials value will derive from materials or products that have extracted, harvested, or recovered, as well as manufactured, within 500 miles of the project site.
- A minimum of 50% of wood-based materials and products to be certified in accordance with the Forest Stewardship Council's (FSC) Principles and Criteria for wood building components.

#### **GRADING and CONSTRUCTION**

- Create and implement an erosion and sediment control plan for all construction.
- Recycle and salvage at least 50% of non-hazardous construction debris.
- Meet or exceed the recommended Control Measures of the Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 1995, Chapter 3.
- Protect stored on-site or installed absorptive materials from moisture damage.
- Adhesives, sealants, and sealant primers will comply with SCAQMD.
- Aerosol adhesives will comply with Green Seal Standard for commercial Adhesives.
- Paints and coatings uses on the interior of the building will comply with the Green Seal Standard and SCAQMD.
- Composite wood and agrifiber products will contain no added urea-formaldehyde resins.
- Laminated adhesives used to fabricate on-site and shop-applied composite wood and agrifiber assemblies will contain no added urea-formaldehyde resins.
- Individual lighting controls will be provided for a minimum of 90% of building occupants.



- Lighting system controllability will be provided for all shared multi-occupant spaces to enable lighting adjustment that meets group needs and preferences.
- The design of HVAC systems and building envelope will meet the requirements of ASHRAE Standard 55-2004, Thermal Comfort Conditions for Human Occupancy.

#### **PARKING**

- Provide electrical plugs in parking garage spaces for electric/electric hybrid vehicles.
- Provide vegetated open space within the project boundary to exceed requirements by 25%.
- Place a minimum of 50% of residential parking spaces under cover.

#### **EXTERIOR LIGHTING**

- Design exterior lighting so that all site and building mounted luminaries produce a maximum initial luminance value no greater than 0.20 horizontal and vertical foot-candles at the site boundary and no greater than 0.01 horizontal foot-candles 15 feet beyond the site.

#### **BUILDING DESIGN FEATURES**

- Use water-conserving fixtures.
- Use 20% less water than the water use baseline calculated for the building.
- Buildings designed to comply with Title 24 requirements.
- Zero use of CFC-based refrigerants.
- Select refrigerants and HVAC&R that minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming.
- Does not use fire suppression systems that contain ozone-depleting substances (CFCs, HCFCs, or Halons).

#### **SOLID WASTE MANAGEMENT/RECYCLING**

- Provide easily accessible areas to serve buildings that are dedicated to the collection and storage of non-hazardous materials for recycling.
- Recycle a minimum of 75 percent of construction materials.
- Separate construction debris into material-specific containers to facilitate reuse and recycling and to increase the efficiency of waste reclamation.
- Strive for a recycled content target of five percent of construction materials.

#### **LANDSCAPE**

##### **Irrigation**

- State of the art equipment that distributes water in controlled amounts and at controlled times to maximize water efficiency and optimize plant growth.
- Water distribution electronically controlled through a computer system that uses historical data and real-time weather conditions.
- Irrigation systems control to allow water to be distributed to plant material with similar watering needs to avoid over/underwatering.
- Use of weather and rain sensors to monitor current conditions and control the system accordingly.
- Utilization of reclaimed water (when available) for irrigation minimizing the need for potable water in the landscape.

### **Planting**

- Grouping of plant material based on the water demands for the specific plant material while still achieving the overall design intent.
- Selection of plant material its adaptability to the region and climate.
- Careful and selective use of enhanced planting (lusher material and seasonal color requiring more water and maintenance) where they have the most impact on the user.
- Use of native or low water/low maintenance material in outlying areas away from the general user.
- Limited use of turf. Where use, selection of turf varieties for their durability, maintenance needs and low water consumption.
- Use of trees throughout the project to provide shading to users and reduce heat gains on buildings and the heat island effect throughout the site.
- Selection of mix of deciduous trees to allow shade in the summer and sun penetration in the cooler winter months.

### **Materials**

- Use of recycled materials, where appropriate.
- Use of precast concrete pavers, decomposed granite and post consumer products.
- All planting areas include a 2" layer of a recycled organic mulch to maintain soil moisture, soil temperature and reduce weeding.
- Selection of lighter colored hardscape materials to reduce the heat island effect.

10. Increased Tax Base. The Carroll Canyon Mixed Use project is estimated to produce more than \$873,000 in property taxes per year (\$148,000 in tax revenues to the City's General Fund) and \$21,000 in annual sales tax revenues to the City from the commercial retail components of the project. (DPFG, May 30, 2017)
11. Jobs for Area Residents. The project would provide jobs on-site. Upon completion, the Carroll Canyon Mixed Use project would generate 20 to 25 permanent full-time equivalent jobs, which may be filled by on-site residents, members of the community, or other individuals. Additionally, a number of temporary jobs during construction of the project would be created. During construction, 200 – 300 full-time equivalent jobs would be generated.

## CONCLUSIONS

In summary, the project results in the following overriding benefits to the City of San Diego:

- The project implements goals and policies of the Scripps Miramar Ranch Community Plan, the City of San Diego General Plan, the City's Climate Action Plan, and development and land uses in the applied zones of the City's Land Development Code.
- The project creates a viable mix of residential and retail uses that would serve not only the Scripps Miramar Ranch community, including employees of adjacent business parks, but also the nearby Mira Mesa community, including nearby residential.
- The project provides circulation improvements that will benefit the Scripps Miramar Ranch community. In the case of the I-15/Carroll Canyon Road northbound on ramp, improvements will be implemented prior to when cumulative impacts are anticipated; thereby advancing this improvement ahead of when it is needed.
- The project provides for much needed housing in an area with multi-modal transportation option.
- The project enhances and promotes non-vehicular travel.
- Project features will result in a reduction in greenhouse gas emissions.
- The project results in minimal impact to the natural environment.
- Project composition and location lessens the vehicle miles traveled to access the residential uses and goods and services provided on-site.
- The project is estimated to produce more than \$873,000 in property taxes per year, with an estimated \$148,000 in total net revenue received by the City of San Diego on an annual basis.
- The project would result in the creation of 200 to 300 jobs during the construction phase and 20 to 25 permanent full-time equivalent jobs during operation.

For the foregoing reasons, the City of San Diego concludes that the proposed Carroll Canyon Mixed Use project will result in numerous public benefits, each of which individually is sufficient to outweigh the unavoidable environmental impacts of the proposed project. Therefore, the City of San Diego has adopted this Statement of Overriding Considerations.



(O-2014-XXXX)

ORDINANCE NUMBER O-\_\_\_\_\_ (NEW SERIES)

ADOPTED ON \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO CHANGING 14.30 ACRES LOCATED AT 9850 CARROLL CANYON ROAD, WITHIN THE SCRIPPS MIRAMAR RANCH COMMUNITY PLAN AREA, IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE IP-2-1 INTO THE RM-3-7 AND CC-2-3 ZONES, AS DEFINED BY SAN DIEGO MUNICIPAL CODE SECTIONS 131.0507 AND 131.0406; AND REPEALING ORDINANCE NO. O-18451 (NEW SERIES), ADOPTED DECEMBER 9, 1997, OF THE ORDINANCES OF THE CITY OF SAN DIEGO INsofar AS THE SAME CONFLICT HEREWITH.

WHEREAS, Resolution No. \_\_\_\_\_, which was considered along with this Ordinance, proposes an amendment to the General Plan and Scripps Miramar Ranch Community Plan; and

WHEREAS, Sudberry Development, Inc., Applicant, requested a rezone for the purpose of changing 14.30 acres, located at 9850 Carroll Canyon Road, and legally described as Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and

Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning, in the Scripps Miramar Ranch Community Plan area from the IP-2-1 Zone into the RM-3-7 and CC-2-3 Zones, as shown on Zone Map Drawing No. B-4294, on file in the Office of the City Clerk as Document No. OO-\_\_\_\_\_ ; and

WHEREAS, on December 14, 2017, Planning Commission of the City of San Diego considered Rezone No. 979194 and voted \_\_\_\_\_ to recommend City Council approval of Rezone No. 979194; and

WHEREAS, under Charter section 280(a)(2) this ordinance is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the



decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on evidence presented; NOW, THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That 14.30 acres located at 9850 Carroll Canyon Road, and legally described as Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North  $00^{\circ}20'34''$  East, 23.45 feet; thence leaving said westerly boundary South  $64^{\circ}37'34''$  East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North  $89^{\circ}40'28''$  West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5, Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South  $89^{\circ}38'07''$  East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South  $89^{\circ}38'07''$  East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South  $00^{\circ}20'34''$

West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning, in the Scripps Miramar Ranch Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4294 filed in the office of the City Clerk as Document No. OO- \_\_\_\_\_, are rezoned from the IP-2-1 zone into the RM-3-7 and CC-2-1 zones, as the zones are described and defined by San Diego Municipal Code Chapter 13 Article 1 Divisions 4 and 5. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That Ordinance No. O-18451 (New Series), adopted December 9, 1997, of the ordinances of the City of San Diego is repealed insofar as the same conflict with the rezoned uses of the land.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, and no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefore was made prior to the date of adoption of this ordinance.

APPROVED: Mara W. Elliott, City Attorney

By \_\_\_\_\_  
XXXXXXXX  
Deputy City Attorney

Initials~  
Date~  
Or.Dept: INSERT~  
Case No.INSERT PROJECT NUMBER~  
O-INSERT~  
Form=inloto.frm(61203wct)

Rev 10-05-09 hmd  
document2



(R-2017-XXXX)

RESOLUTION NUMBER R-\_\_\_\_\_

DATE OF FINAL PASSAGE \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO AMENDING THE GENERAL PLAN AND THE SCRIPPS MIRARMAR RANCH COMMUNITY PLAN FOR THE CARROLL CANYON MIXED USE PROJECT- PROJECT NO. 240716.

WHEREAS, on \_\_\_\_\_, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the General Plan and the Scripps Miramar Ranch Community Plan; and

WHEREAS, Sudberry Development, Inc., requested an amendment to the General Plan and the Scripps Miramar Ranch Community Plan to designate the site located at 9850 Carroll Canyon Road from Industrial Park to Residential (15-29 DU/Net AC) and Community Shopping. The site is legally described as Parcel A: Parcel 1 of Parcel Map No. 4337, in the City of San Diego, County of San Diego, State of California, according to map thereof in Book of Parcel Maps filed in the Office of the County Recorder of San Diego County Recorder of San Diego County, being a division of Lots 1, 2 and 7 of Scripps Miramar Ranch Business Park, according to Map thereof No. 7960 filed in the Office of the County Recorder of San Diego County. Excepting therefrom that portion described as follows: Beginning at the Southwest corner of said parcel 1; Thence along the westerly boundary of said parcel 1 North 00°20'34" East, 23.45 feet; thence leaving said westerly boundary South 64°37'34" East, 55.39 feet, to the southerly boundary of said parcel 1; thence along said southerly boundary, North 89°40'28" West, 50.19 feet to the point of beginning, and Parcel B: A strip of land 15.00 feet wide over and across a portion of Section 5,

## ATTACHMENT 11

Township 15 South, Range 2 West, San Bernardino Meridian, according to official plat thereof, said strip of land contained within land described in deed to the state of California recorded August 8, 1973 as File No. 73-220186 of Official Records, said 15.00 feet strip of land described as follows: Commencing at the northwest corner of said deed, said corner also being on the north line of said section 5; thence along the north boundary of said South 89°38'07" East, 7.75 feet to the true point of beginning; thence along the following numbered courses: (1) continuing along said north boundary South 89°38'07" East, 15.00 feet to the northeast corner of said deed, (2) along the east boundary of said deed, also being the west boundary of Parcel 1 of Parcel Map No. 4337 recorded December 29, 1975 as File No. 75-367111 of Official Records, South 00°20'34" West, 636.67 feet to a point distant 23.45 feet along said west boundary from the southwest corner of said Parcel Map, (3) thence leaving said boundary North 64°37'34" West, 16.55 feet, (4) along a line that is parallel and 15.00 feet westerly at right angles to said boundary, North 00°20'34" East, 629.68 feet to the true point of beginning, City of San Diego, County of San Diego, State of California; and

WHEREAS, the Planning Commission of the City of San Diego voted \_\_\_\_\_ on December 14, 2017 and found the proposed amendment consistent with the General Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the amendment to the General Plan, a copy of which is on file in the office of the City Clerk as Document No- RR-

\_\_\_\_\_.



ATTACHMENT 11

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the amendments to the Scripps Miramar Ranch Community Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-\_\_\_\_\_.

=

APPROVED: Mara Elliott, City Attorney

By \_\_\_\_\_  
Shannon Thomas  
Deputy City Attorney

MJL:pev  
XX,XX, 2014  
Or.Dept:DSD  
R-2014-XXXX

Attachment: Revised pages of the Scripps Miramar Ranch Community Plan



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# **SCRIPPS MIRAMAR RANCH COMMUNITY PLAN**

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Carroll Canyon Mixed Use Project





Community Plan Amendment

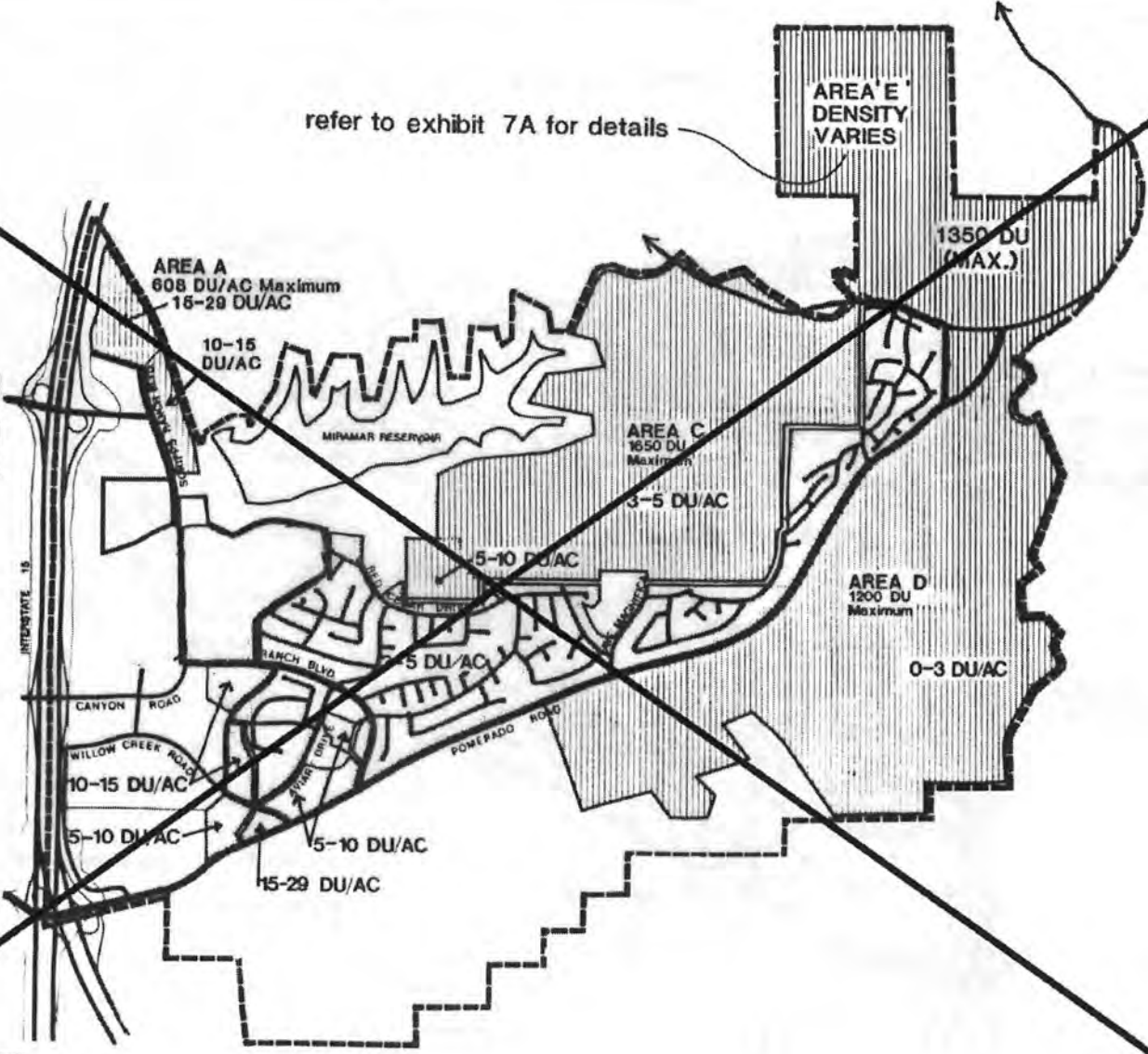
Draft: June 2017

Added public safety related facilities (i.e. fire and medical) to adequately serve existing and future development and to reclassify a portion of Scripps Ranch Boulevard from a 4-Lane Major Street to a 2-Lane Collector Street	October 23, 2008	March 14, 2008 December 18, 2007	R-303796 R-303243
Technical Amendment regarding a map error in order to correctly identify Carroll Canyon Road between I-15 and Business Park Avenue as a 4-Lane Prime Street on the Proposed Circulation Element Map	June 28, 2012	48113-PC	February 12, 2013    R-307999
<u>On DATE, the City Council adopted an amendment to Scripps Miramar Ranch Community Plan by Resolution No. XX, which approved a change to the land use designation for Area F.</u>	<u>XXXX, 2017</u>	<u>XX</u>	<u>XXXX, 2018</u> <u>XX</u>

refer to exhibit 7A for details

**LEGEND**

- Existing Residential Development 
- Proposed Residential Development 
- Net Density DU/AC 
- Maximum Number of Dwelling Units Total DU 







**Residential Element**

**Scripps Miramar Ranch Community Plan**

**3**  
FIGURE



**LEGEND**

- Existing Residential Development 
- Proposed Residential Development 
- Net Density  DU/AC
- Maximum Number of Dwelling Units  Total DU

AREA F  
260 DU Maximum  
15-29 DU/AC

refer to exhibit 7A for details

AREA A  
608 DU/AC Maximum  
15-29 DU/AC

10-15 DU/AC

MIRAMAR RESERVOIR

AREA C  
1650 DU Maximum  
3-5 DU/AC

5-10 DU/AC

3-5 DU/AC

AREA D  
1200 DU Maximum  
0-3 DU/AC

0-3 DU/AC

AREA E  
DENSITY VARIES

1350 DU (MAX.)

INTERSTATE 15

CANYON ROAD

WILLOW CREEK ROAD

5-10 DU/AC

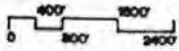
RANCH BLVD

5-10 DU/AC

15-29 DU/AC

POWERADO ROAD

5-10 DU/AC



**Residential Element**  
**Scripps Miramar Ranch Community Plan**

**3**  
FIGURE



2. Low-density (3-5 dwelling units per net acre) includes primarily single-family residential development. Low-density development built under standard subdivision regulations is appropriate for homes on 6,000 square foot lots or larger, but cluster development in the form of PRDs is also encouraged as a means of providing more amenities and a greater variety of housing types.
3. Low medium-density (5-10 dwelling units per acre) will allow multifamily residential development in the form of duplexes, fourplexes and townhouses. Planned Residential Developments are encouraged within these areas to facilitate quality design and construction, maximize preservation of open space and vegetation, and minimize visual and spatial impacts on adjoining land uses.
4. Medium-density (10-15 dwelling units per net acre) has been used in the existing community and the Pomerado/Spring Canyon Road area to provide a slightly higher density of multifamily housing. The intent of this density is the same as the low medium-density.
5. High medium-density (15-29 dwelling units per net acre) has been used in the existing community for the construction of apartments at the corner of Willow Creek Drive and Pomerado Road, as well as for the area north of Erma Road. Additional use of this density occurs for the development at Carroll Canyon Road and I-15. No additional use of this density is proposed in this Plan.

### Density Allocations

**Figure 3** identifies the densities assigned to the various residential parcels within the planning area. These designations represent desired ranges of residential densities. The maximum number of homes permitted within each of the four new development areas is also shown on **Figure 3**. These numbers were determined by the anticipated impact on public service facilities and other community resources. Allowances for acceptable open space systems have been included in determining the desired density for each area. Figure 3 identifies high medium-density residential housing at 15 – 29 dwelling units per net acre.

The following discussions of site design and specific neighborhood concept plans delineate the more precise criteria for densities and development in each new residential area.

### Site Design

Sensitive design is extremely important in determining whether a particular dwelling or group of dwellings will be a functional and aesthetic asset to the community. The following basic guidelines are set forth to aid potential developers, City officials and other governmental agencies in making site design decisions prior to land development. More specific criteria for development are contained in the **Design Element**.

The design of any new residential construction should respect existing development with regard to preservation of views and compatibility of architectural styles, building materials and landscaping. The Planned Residential Development permit process can aid in accomplishing these design objectives.

6. Area F (see Figure 3). This area comprises approximately 9.2 net acres at I-15 and Carroll Canyon Road. Utilize a Planned Development Permit to develop a mix of residential and community serving retail uses that implements the following development criteria:

- Residential:
  - Develop at high medium density (15-29 dwelling units per net acre) not to exceed 267 dwelling units. The density is calculated based on the total site area (9.2 net acres).
  - Allow for eating and drinking establishments within the southern portion of the multifamily designated area to create cohesive building and site design and transition between the residential and commercial uses. Eating and drinking establishments within the multifamily area must meet the following:
    - Eating and drinking establishments may only be part of a mixed-use or multi-use development;
    - Eating and drinking establishments may be located only on the ground floor of the residential structure or in a stand-alone commercial structure; and
    - Operation shall be limited to hours between 6:00 a.m. and 10:00 p.m.
  - Locate the residential uses in the central and northern portions of the site to provide a spatial separation from the Business Park on the south side of Carroll Canyon Road.
  - Utilize site and building design techniques to reduce the affect of vehicle noise from I-15.
  - Locate resident amenity features (such as pool, spa, gym, and leasing office) in southern portion of the residential part of Area F to provide an interconnection of activities with the adjacent community commercial use.
  
- Community Shopping
  - Locate retail buildings and related parking on the southern portion of the site.
  - Site buildings along Carroll Canyon Road to provide the appearance of a street wall, without compromising views of the residential amenities and leasing office.
  - Consider buildings with ground floor retail with residential above on the middle portion of the overall site to provide a transition between the residential and retail uses.
  
- Mobility:
  - Pedestrians: Provide enhanced pedestrian crossings and pathways internal to the site to connect the residential to the commercial uses and Carroll Canyon Road to enhance the pedestrian experience. Evaluate the need to install a traffic signal/crossing at the entrance from Carroll Canyon Road. Provide non-contiguous sidewalks along Carroll Canyon Road to enhance connectivity, transit accessibility, and pedestrian circulation external to the site.
  - Bicycle Parking: Include bicycle parking in the commercial and residential areas.

- Vehicle Parking: Consider shared parking to take advantage of parking availability during workday hours, when residents are away at work, and residential parking availability during nighttime hours, when retail uses are closed.
- Urban Design:
  - Provide a comprehensive site plan that includes a shared residential and commercial design approach and incorporates common architectural features, materials, and colors and hardscape palette.
  - Incorporate a wood based color into the building material palette.
  - Eliminate requirements for setbacks from the interior lot lines between residential and community commercial use portions to achieve an uninterrupted design approach.
  - Incorporate site features such as patios and courtyards within the community commercial uses to encourage outdoor seating and dining.
- Sustainability:
  - Consider incorporating solar panels along any flat roofs or covered parking.
  - Consider incorporating visible storm water control features into the urban design of the site and design of the buildings.
  - Retain existing and healthy eucalyptus trees, where possible; identify the removal of any mature eucalyptus tree; and incorporate eucalyptus species to replace removed eucalyptus trees, where feasible.

The remaining developable area should permit no more than 1,350 dwelling units or 3.5 units per gross acre. Development proposals should be in substantial conformance with the conceptual grading plan and land use plan adopted by the City Council in association with the approved plan amendment for this area, on file with the City Planning Department. A maximum number of dwelling units has been allocated to each ownership area, as shown on **Figure 7B**. It should be noted that the City Council included in its motion of approval for the County Island Plan Amendment a recommendation that there be no increases in development intensity on Property A (Village and Country Properties) because of the inclusion of the westerly extension of the South Poway Parkway through the property.

In order to ensure compliance with the unit allocations, the initial subdivision of any property (described as properties A through E on **Figure 7B**) shall encompass all of the property for the purpose of further distributing the allocated units within a single ownership. Transfer of the allocated units among or between the property owners in Area E is not recommended.

A range of housing densities has been proposed in Area E in order to achieve compatibility with surrounding approved plans, major streets and existing homes. In no case, however, shall the density within Area E exceed 15 dwelling units per net acre.

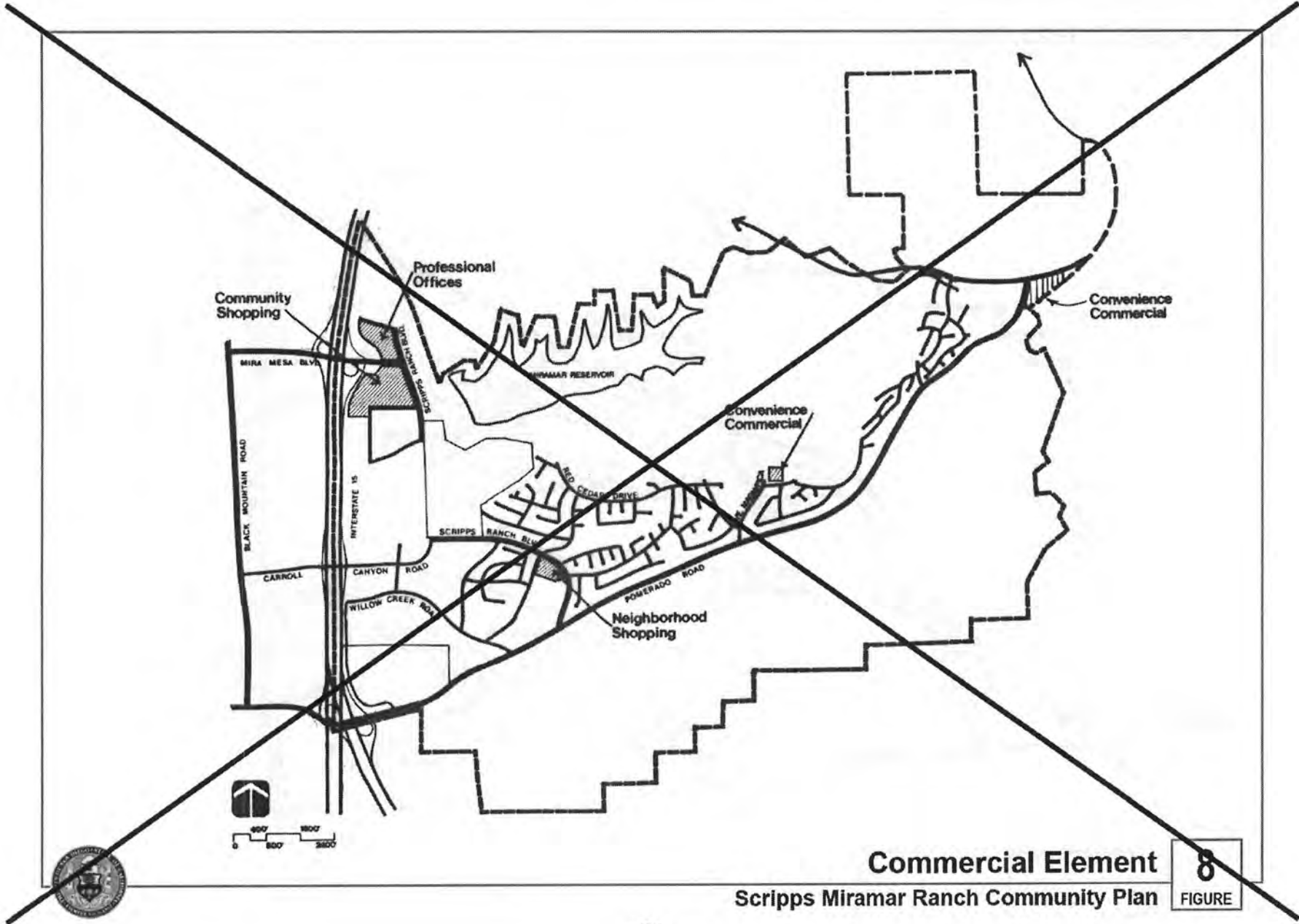
For the northerly and easterly portions of the site, low-density (3-5 du/na) has been assigned to the ridgetops, with low-medium density (5-10 du/na) in the canyons. This matches the density ranges planned in the adjacent Miramar Ranch North and Sabre Springs planning areas.

At the intersection of major roads, two densities have been used: low-medium density on a site next to existing single-family homes, and medium density (10-15 du/na) on a site across the street from and at a lower elevation than other nearby houses. This latter site is also adjacent to a planned neighborhood park.

A small commercial corner can also be accommodated at the intersection of Spring Canyon and Pomerado Roads. If a commercial use is not feasible, the site can be developed with residential units, but density should be limited to the medium-density range (10-15 du/na).

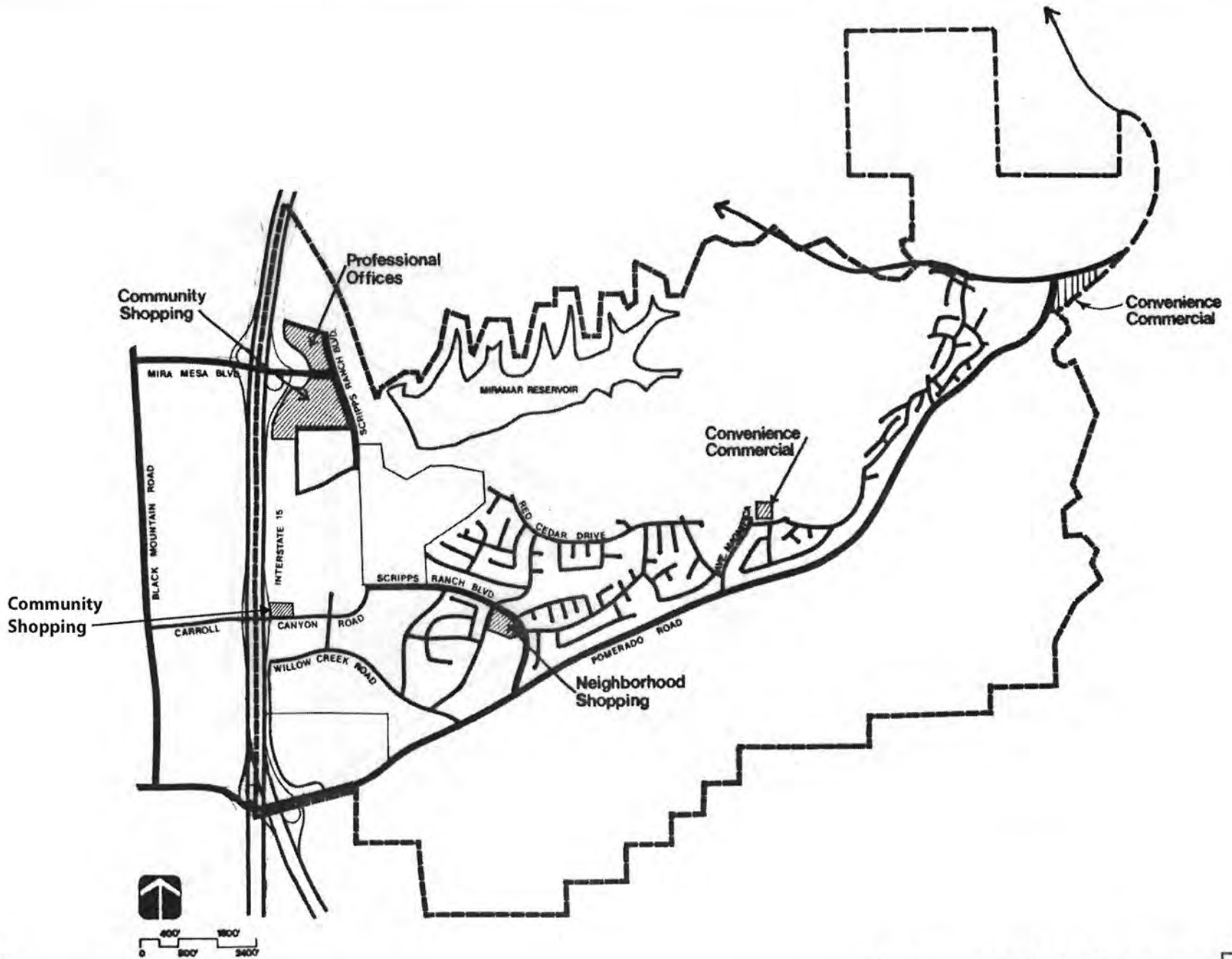
Several different conditions in the plan area create the need for additional design review through planned developments. Specifically, developments next to existing single-family homes, major dedicated open space or major intersections should be sensitively planned and designed in order to provide for sufficient regulation of setbacks, landscaping and buffering.

The low-medium density site adjacent to existing single-family homes at the southwest corner of Area E will be developed under a PRD which will provide a horizontal and vertical buffer at the west property line. This bermed and landscaped buffer will be 100 feet in width where it adjoins the backyards of homes on Loire Avenue and Pinot Noir Circle.



**Commercial Element**  
**Scripps Miramar Ranch Community Plan**

**8**  
**FIGURE**



**Commercial Element**  
**Scripps Miramar Ranch Community Plan**

**8**  
**FIGURE**



## PROPOSALS

Scripps Miramar Ranch residents presently rely on commercial facilities in Mira Mesa and other communities for many of their shopping needs. However, as the community's population increases with further development of Scripps Ranch, market demands will encourage the development of additional commercial facilities. This Plan provides for the anticipated demand through the allocation of about 55+ acres for commercial uses within the planning area.

Uses within these commercial areas can be distinguished as follows: 12+ acres for neighborhood shopping facilities; 28+ acres for community shopping facilities; and 15+ acres for professional office uses. **Figure 8** depicts the location of the various commercial land uses.

The need for neighborhood shopping facilities can best be met by full development of the remaining area in the Scripps Commercial Subdivision located at Aviary Drive and Scripps Ranch Boulevard. This seven-acre site should be adequate for a full neighborhood shopping center.

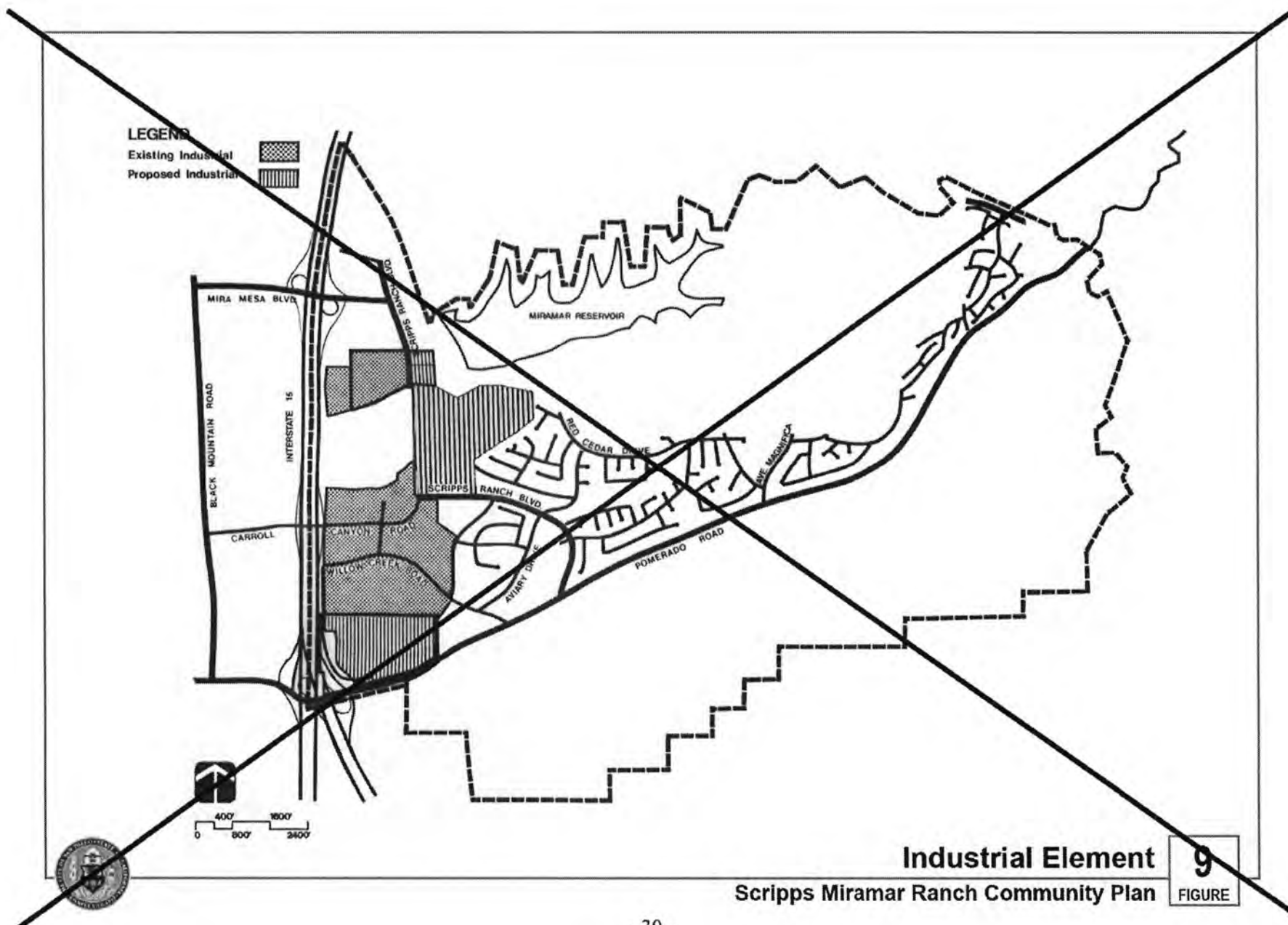
In addition to these facilities, a one-acre convenience center site should be developed in the vicinity of Jerabek Elementary School. This location can serve residents from both north and south of Pomerado Road, as well as visitors to the neighborhood park and school.

An additional four-acre convenience commercial site could be developed at the intersection of Spring Canyon Road and Pomerado Road. A commercial center with a mini-market and/or gas station at this location could serve residents at the east end of the community, as well as some residents of Miramar Ranch North. This site is designated as an optional residential site, therefore, it could develop for residential purposes at a density of 10-15 du/na in keeping with the Plan's medium-density designation. To ensure adequate regulation of design, setbacks, landscaping and buffering, the development of this site shall occur in association with a PCD.

A 2015 change in the Plan added approximately 1.3 acres fronting Carroll Canyon Road to Community Shopping use from Industrial use.

Community shopping facilities at the 24-acre site adjoining Scripps Ranch Boulevard near its intersection with Mira Mesa Boulevard would complement other neighborhood facilities and could service Scripps Ranch and Mira Mesa residents. By including those establishments normally found in neighborhood shopping centers, this commercial area would eliminate the need for a second neighborhood shopping center in the area east of Miramar Reservoir. Most residents using Mary Ellen Road for access to Mira Mesa and I-15 would find it convenient to patronize these facilities during their daily trips to school and work.

The 3.9-acre site, located at the intersection of Hibert and Treena Streets, west of Scripps Ranch Boulevard and immediately south of the above referenced 24-acre site, shall be zoned CA and developed as a PCD to control the uses allowed on the site, ensure compatibility with surrounding development, and to provide for appropriate design review.

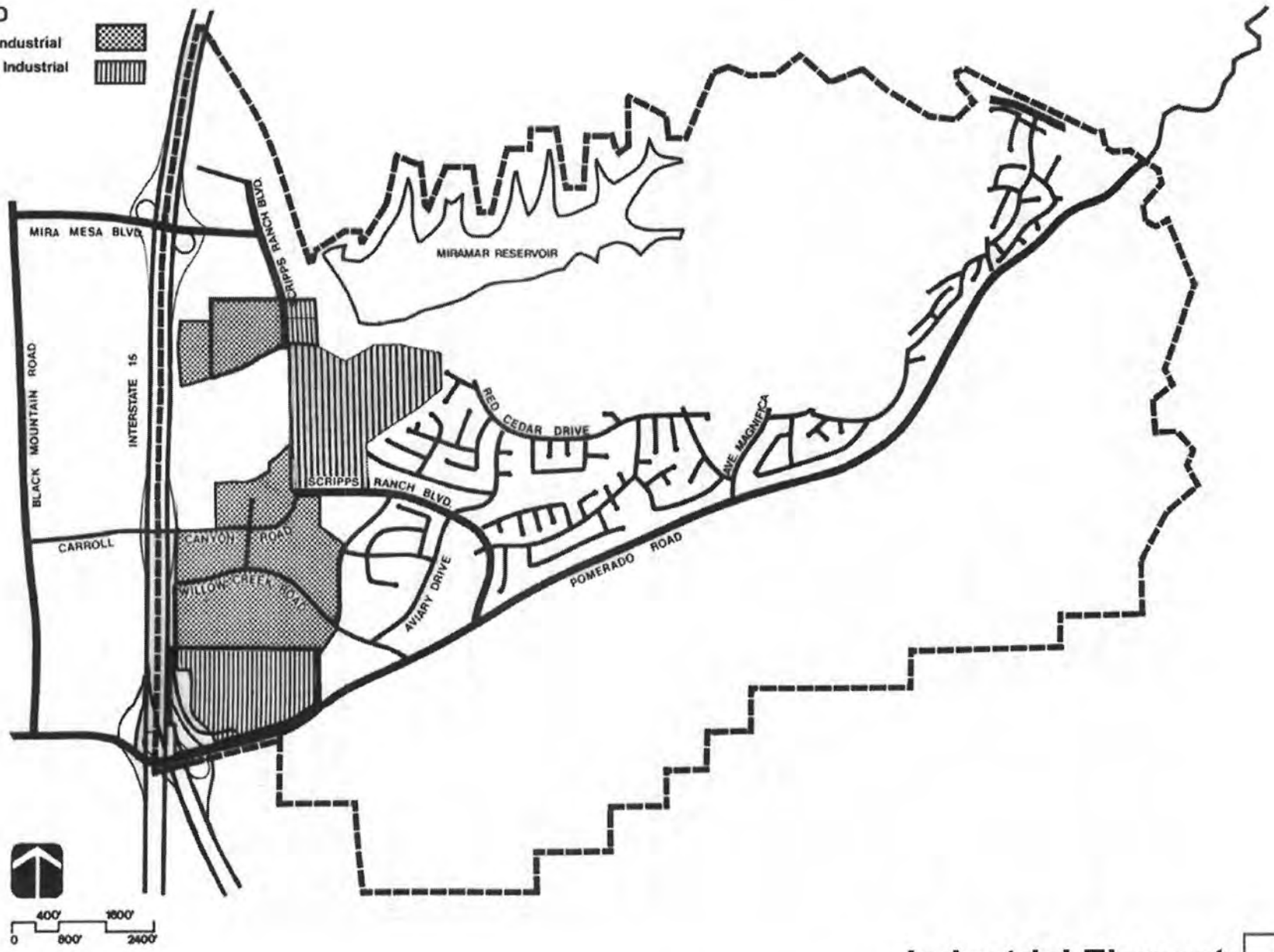


**LEGEND**

Existing Industrial



Proposed Industrial



**Industrial Element**  
**Scripps Miramar Ranch Community Plan**

**9**  
**FIGURE**

## PROPOSALS

Light industrial uses, including research and development activities, should be restricted to areas in the vicinity of I-15, as shown on Figure 9. This will provide a total of ~~37786~~ acres for industrial development. Assuming that one acre of industrially-zoned land can support 15 employees, the Scripps Ranch Industrial Park could provide about ~~5,655,790~~ jobs when fully developed. This assumption is based on current employment data for other City industrial parks similar to the Scripps Ranch Industrial Park.

The M-IP Zone should be applied to all areas designated for industrial use with the exception of a 3.7-acre site located at the northern end of the Industrial Park. Because of a community need, the 3.7-acre site should be zoned M-1B with a Planned Industrial Development overlay to allow for a sensitively designed self-storage facility. Design standards with the M-IP Zone should promote the preservation of eucalyptus trees and usable open space. The design standards applied to the 3.7 acres should be compatible with the M-IP Zone. Landscaping should emphasize, where appropriate, the use of eucalyptus trees and native vegetation with low water requirements. Special attention should be paid to design, particularly roof detailing of industrial development visible from streets and homes, especially along Pomerado Road, Willow Creek Drive, Appaloosa Road and Scripps Ranch Boulevard; it is highly desirable to maintain an aesthetically pleasing entrance to the community.

Developers in the Scripps Ranch Industrial Park are encouraged to provide recreational facilities for employees' use during lunch hours, after work and on weekends. Reciprocal membership agreements with other private recreational facilities in the community should be explored.

Bicycle paths and bicycle storage areas should be included in all new industrial park development. Public transit routes should include stops at the Scripps Ranch Industrial Park. These measures will encourage the use of a variety of transportation modes.

A 1986 change in the Plan added approximately 100 acres to the originally designated 290 acres of industrial land. These 100 acres, originally described in the Plan as Area B, were shifted from residential to industrial use as an expansion of the existing Scripps Business Park.

In general, the Scripps Business Park is a corporate and light industrial center in the southwest portion of Scripps Miramar Ranch, east of I-15. The new 100-acre site acts as a link connecting existing light industrial areas to the north and south. Several issues must be considered in the design and development of this area:

- The site should be developed as a Planned Industrial Development (PID) to ensure compatibility with adjacent uses, to maintain the visual quality of the area, to provide adequate buffering, to control uses, and to provide for subsequent design review.
- The eastern edge of the new industrial park development is adjacent to an existing residential area. Special buffering involving the use of berms, walls, extensive landscaping, and sufficient building setbacks, must be provided along this eastern edge, with the objective being the enhancement of the natural topographic separation between the industrial and residential areas.

- Multi-tenant office uses should not be permitted within the industrial park. □
- At least 25 acres, or 25 percent of the area, should be provided as open space, and the open space area adjacent to Scripps Ranch Boulevard known as Hoyt Park should be extended westerly, through the property, to preserve some of the existing stand of eucalyptus trees. This should be accomplished through dedication, easements and/or maintenance agreements. □
- None of the existing residential streets east of the property should be extended through the property. □
- Approximately eight acres in the vicinity of the Meanley home site should be retained for community use and should be developed under a Conditional Use Permit (CUP). □
- The canyon area in the northwest portion of the site through which the City has a drainage easement should be retained in open space. If grading becomes necessary, the manufactured slopes should be natural in appearance. □

In addition to the M-IP Zone restrictions and the development review criteria enforced by the current developers and tenants of the industrial park, the following design considerations should be observed by all future industrial development in the Scripps Ranch community: □

- Encourage extensive use of wood exteriors and earth tones to maintain the visual integrity of the community. □
- Encourage industrial development which would be harmonious in scale and design with existing development. □
- Industrial developments should include buffers, preferably landscaped, which provide effective visual screening between disparate land uses and around parking areas. □
- Design of structures should be responsive to design guidelines, existing area development and current design styles, especially when structures are visible from perimeter streets. □
- Open spaces created as part of the M-IP process should link with other community open spaces insofar as possible. □
- Landform grading should be used for all slopes visible from public areas. □
- Signs should be unobtrusive and tastefully designed for identification purposes only; □ internally illuminated signs are strongly discouraged. □
- Industrial development proposals should be made available to the community's architectural review board so that it may provide input at future public hearings. □

A 2015 change in the Plan removed approximately 9.2 net acres of the designated 386 acres of industrial land. These 9.2 net acres were shifted from Industrial use to Residential and Community Shopping uses.



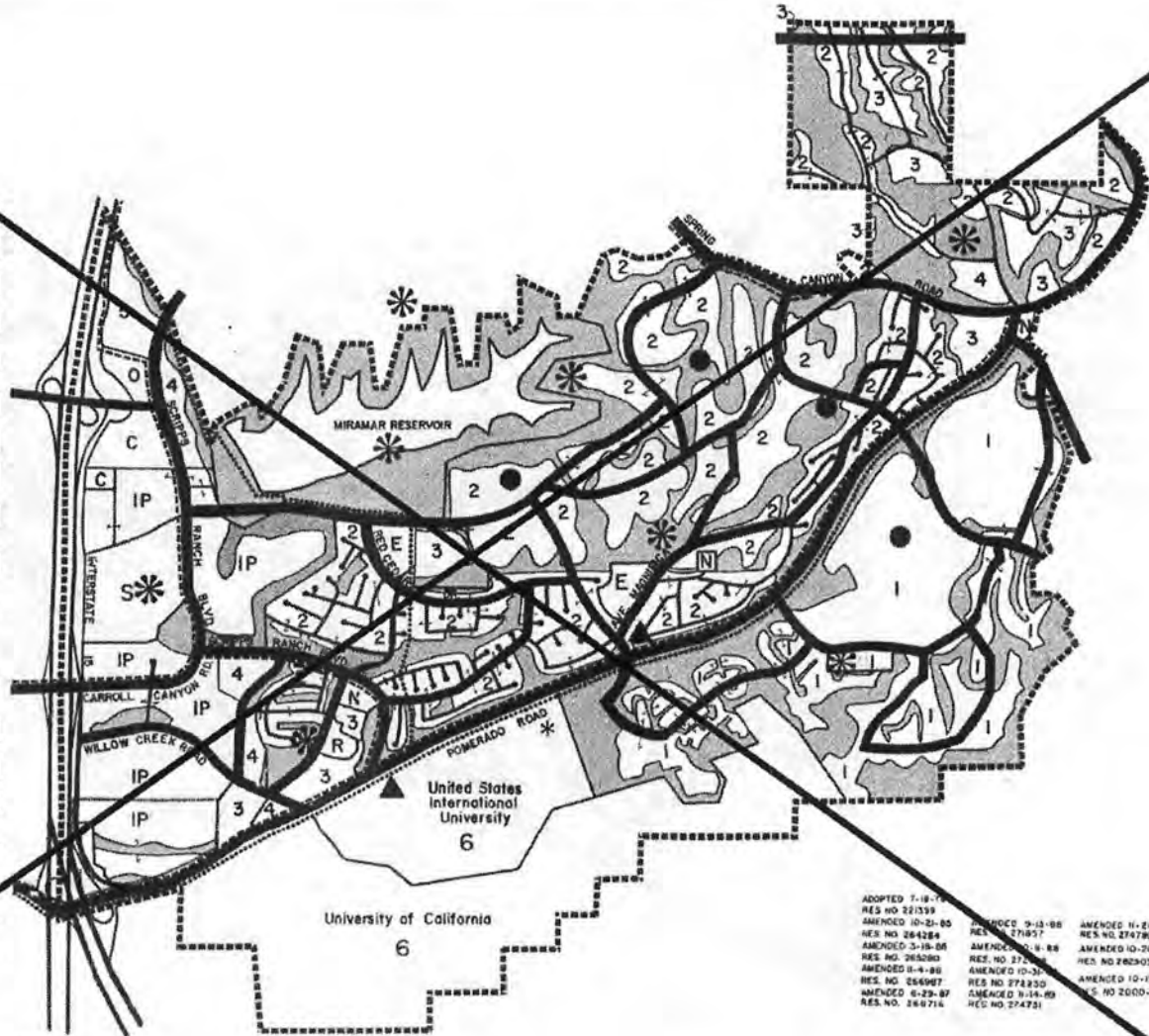
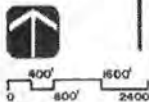
## PROPOSALS

- Land use should be regulated so that development respects, conserves and enhances the natural environment, especially steeply sloping areas. This proposal can be implemented by Hillside Review (HR) overlay zoning on all slopes in excess of 25 percent, Planned Residential Developments, and M -IP zoning.
- Any archaeological resources should be investigated and documented by a competent archaeologist. These actions are required as a part of the routine processing of all discretionary actions, such as rezonings and tentative maps. Determination of the site's importance will be made during the environmental review process.
- The U.S. Marine Corps should institute a long-range program for controlling and reducing noise emanating from MCAS Miramar. U.S. Marine Corps cooperation in achieving community goals should be solicited.
- Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.
- Development adjoining the University of California's biological reserve should be sited so as to minimize impacts to the reserve.
- New concepts in housing design should be encouraged in order to conserve water and energy. Cluster development, greater use of patios and container planting, de-emphasis of large turf areas, solar heating and cooling, and improved insulating techniques should be utilized.
- Mixed-use developments, particularly with residential and/or commercial components, should be encouraged in order to promote multi-modal activity and reduce greenhouse gas emissions. This development further encourages pedestrian activity and supports healthy community strategies.
- Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies which require weed removal by developers.
- Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all run off carrying contaminants such as fertilizers, pesticides, detergents and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.



LEGEND

- Residential C-3 DU/Net AC [1]
- Residential 3-5 DU/Net AC [2]
- Residential 5-10 DU/Net AC [3]
- Residential 10-15 DU/Net AC [4]
- Residential 15-25 DU/Net AC [5]
- Existing Commercial Recreation [R]
- Community Shopping [C]
- Neighborhood Shopping [N]
- Professional Offices [O]
- Industrial Park [IP]
- Park [\*]
- Tot Lot [●]
- Resource Based Park [\*]
- Open Space [shaded box]
- Elementary School [E]
- Secondary School [S]
- University [6]
- Major Hiking Trail [dashed line]
- Bikeway [dashed line]
- County Boundary [dotted line]
- Possible Fire Station Site [triangle]



ADOPTED 7-18-77  
 RES. NO. 221399  
 AMENDED 10-30-80  
 RES. NO. 264284  
 AMENDED 3-18-88  
 RES. NO. 365380  
 AMENDED 8-4-88  
 RES. NO. 256987  
 AMENDED 6-29-87  
 RES. NO. 340714

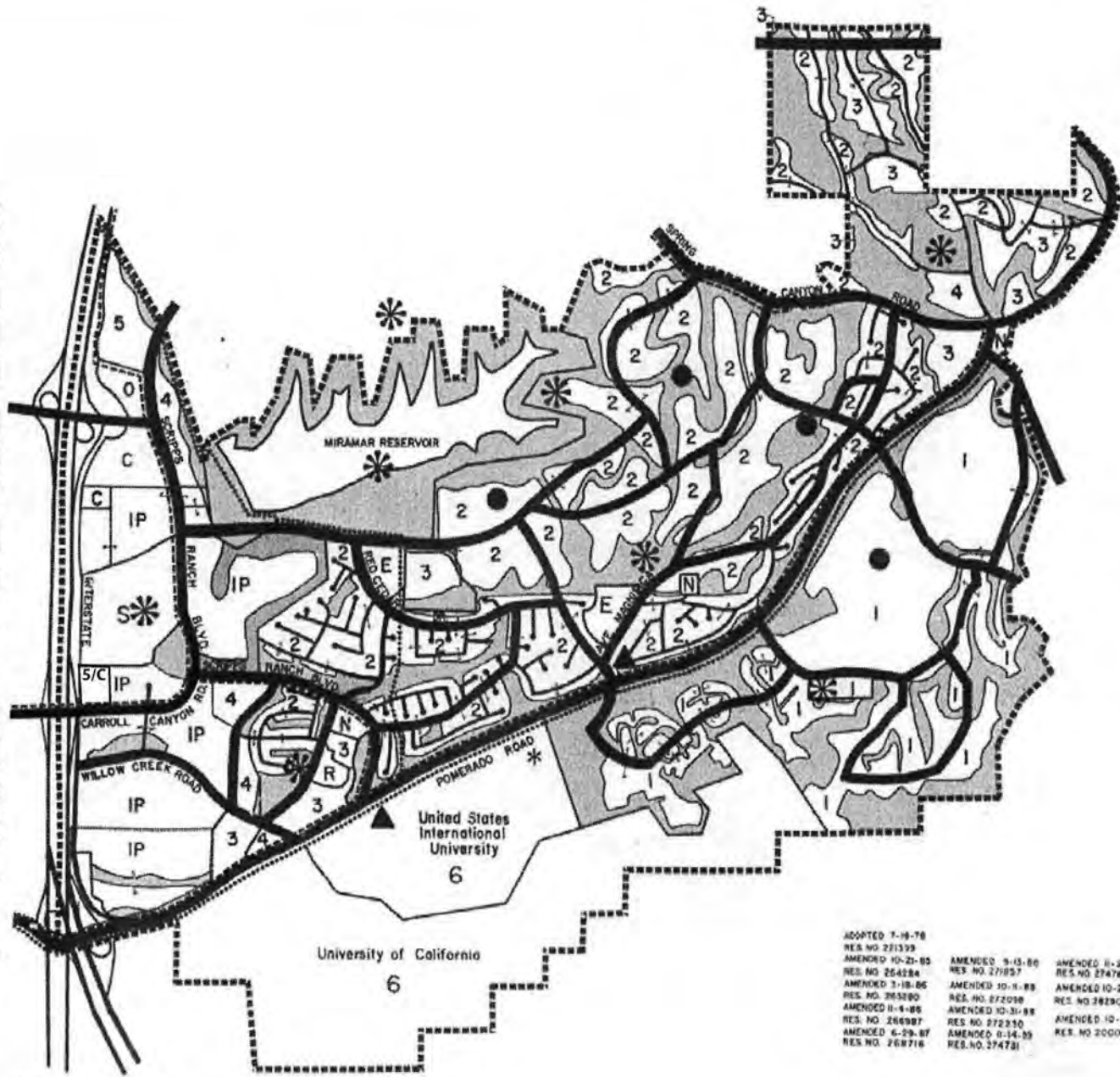
AMENDED 9-13-88  
 RES. NO. 271957  
 AMENDED 9-9-88  
 RES. NO. 372385  
 AMENDED 10-30-88  
 RES. NO. 274230  
 AMENDED 9-14-89  
 RES. NO. 274731

AMENDED 11-21-89  
 RES. NO. 274780  
 AMENDED 10-26-95  
 RES. NO. 282303  
 AMENDED 10-19-99  
 RES. NO. 2000-410

Land Use Plan **19**  
 Scripps Miramar Ranch Community Plan **FIGURE**

**LEGEND**

- Residential 0-3 DU/Net AC [1]
- Residential 3-5 DU/Net AC [2]
- Residential 5-10 DU/Net AC [3]
- Residential 10-15 DU/Net AC [4]
- Residential 15-29 DU/Net AC [5]
- Existing Commercial Recreation [R]
- Community Shopping [C]
- Neighborhood Shopping [N]
- Professional Offices [O]
- Industrial Park [IP]
- Park [\*]
- Tot Lot [●]
- Resource Based Park [\*]
- Open Space [■]
- Elementary School [E]
- Secondary School [S]
- University [6]
- Major Hiking Trail [---]
- Bikeway [---]
- County Boundary [---]
- Possible Fire Station Site [▲]

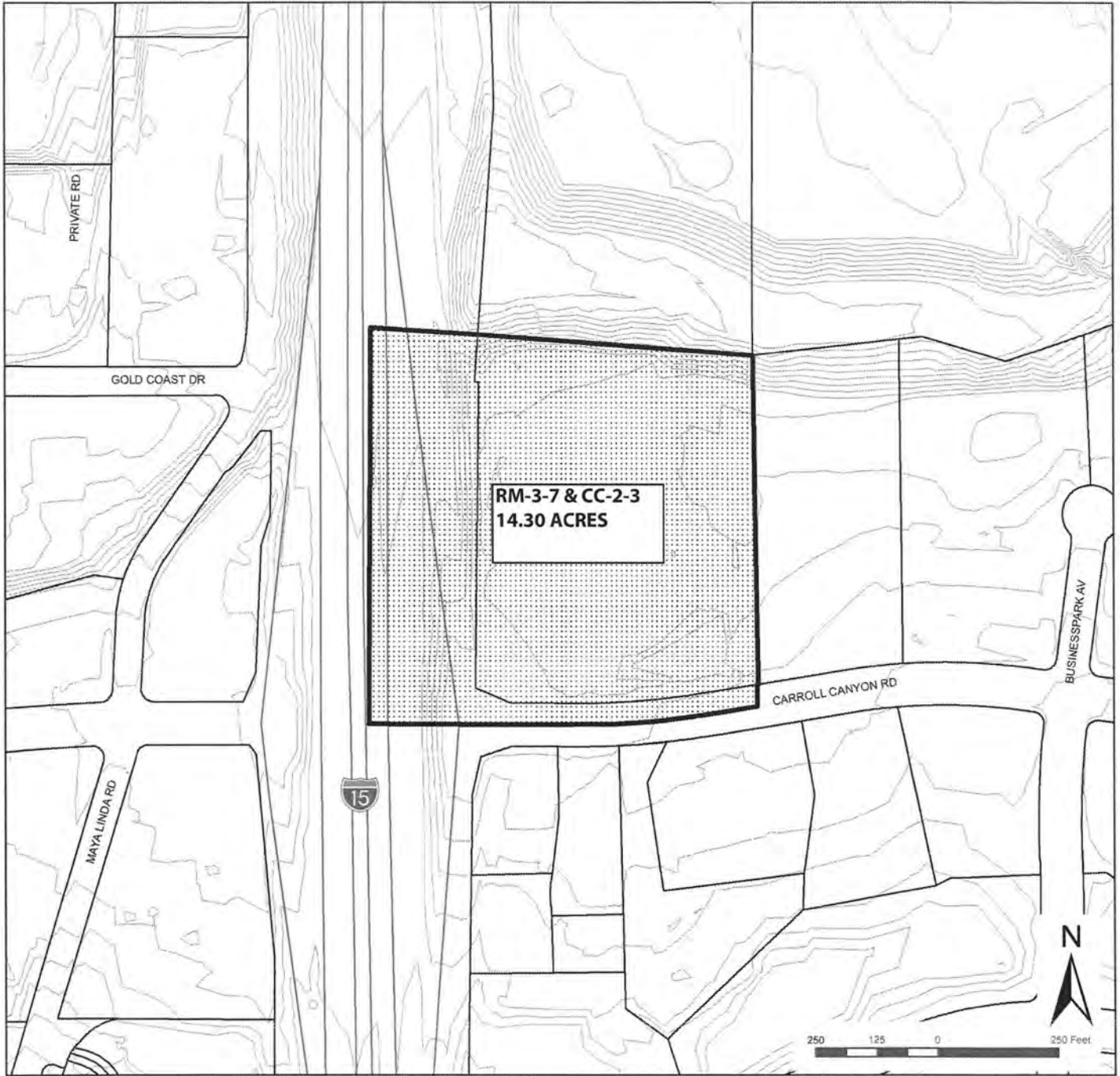


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 RES. NO. 254184  
 AMENDED 3-18-86  
 RES. NO. 385200  
 AMENDED 11-6-88  
 RES. NO. 286987  
 AMENDED 6-29-87  
 RES. NO. 268716  
 AMENDED 9-15-88  
 RES. NO. 271857  
 AMENDED 10-11-88  
 RES. NO. 272018  
 AMENDED 10-31-88  
 RES. NO. 272210  
 AMENDED 0-14-89  
 RES. NO. 374781  
 AMENDED 11-21-88  
 RES. NO. 274780  
 AMENDED 10-24-95  
 RES. NO. 382803  
 AMENDED 10-19-99  
 RES. NO. 2000-410





# PROPOSED REZONING



LOT 1\*DOC80-297594 IN SEC 5-15-2W&(EX HWY OP)PAR 1 PER PM4337

ORDINANCE NO. \_\_\_\_\_  
 EFF. DATE ORD. \_\_\_\_\_  
 ZONING SUBJ. TO \_\_\_\_\_  
 BEFORE DATE \_\_\_\_\_  
 EFF. DATE ZONING \_\_\_\_\_  
 MAP NAME AND NO. \_\_\_\_\_

REQUEST **CC-2-3 AND RM-3-7**  
 PLANNING COMM.  
 RECOMMENDATION  
 CITY COUNCIL  
 ACTION

CASE NO. PTS 24001819

DEVELOPMENT SERVICES MANAGER

## B- 4294

APN: 363-360-28

(268-1734) 10-4-12 LDJ











**PROJECT NARRATIVE:**

THE CARROLL CANYON MIXED USE PROJECT PROPOSES THE REDEVELOPMENT OF AN EXISTING OFFICE COMPLEX WITH A MIX OF 260 APARTMENT HOMES AND 12,200 SF OF SMALL RETAIL SHOPS AND RESTAURANTS, A TOTAL OF 8 STRUCTURES PER BUILDING CODE. THE SCOPE OF WORK WILL INCLUDE THE BUILDINGS, PARKING AREAS, LANDSCAPING, AND PLAZAS. THE PROJECT REQUIRES DISCRETIONARY APPROVALS INCLUDING: GENERAL PLAN AMENDMENT AND COMMUNITY PLAN AMENDMENT TO CHANGE THE CURRENT LAND USE DESIGNATION FROM INDUSTRIAL PARK TO MIXED USE; REZONE THE SITE FROM IP-2-1 TO RM-3-7; A VESTING TENTATIVE MAP AND PLANNED DEVELOPMENT PERMIT.

**DISCRETIONARY PERMITS REQUIRED:**

COMMUNITY / GENERAL PLAN AMENDMENT 1000051  
 SITE DEVELOPMENT PERMIT 979190  
 VESTING TENTATIVE MAP 979190  
 PLANNED DEVELOPMENT PERMIT 979199  
 REZONE

**ASSESSOR PARCEL NUMBER:**

363-380-28-00

**LEGAL DESCRIPTION:**

A PORTION OF PARCEL 1 OF PARCEL MAP 4337, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, CALIFORNIA

**PROPOSED USES:**

MIXED USE (RESIDENTIAL, RETAIL, RESTAURANT)

**OCCUPANCY / CONSTRUCTION TYPE::**

RETAIL PAD A: GROUP M & A-2, TYPE V-B, FULLY SPRINKLERED  
 RETAIL PAD B: GROUP A-2, TYPE V-B, FULLY SPRINKLERED  
 RESIDENTIAL: GROUP R-2, TYPE V-A  
 LEASING / GYM / LOUNGE: GROUP A-3, TYPE V-A  
 MAINTENANCE / STORAGE: GROUP S-1, TYPE V-A  
 POOL ACCESSORY: GROUP S-2, TYPE V-B

**ZONING:**

EXISTING: IP-2-1 (SCRIPPS MIRAMAR RANCH BUSINESS PARK)  
 PROPOSED: CC-2-3, RM-3-7

**REQUESTED DEVIATIONS:**

THE APPLICANT REQUESTS THAT THE FOLLOWING DEVIATIONS BE GRANTED FOR THE PROJECT:

- USE OF AN 8' HIGH SOUND MITIGATION WALL AT THE WEST EDGE OF THE PROPERTY.
- USE OF A 7' HIGH RETAINING WALL AT THE EAST EDGE OF THE PROPERTY.
- INCREASED MAXIMUM BUILDING HEIGHT.
- DECREASED MINIMUM STREET FRONTAGE ALONG CARROLL CANYON ROAD.
- REDUCED SETBACK ON EAST AND WEST PROPERTY LINES.
- ALLOW THE SOLID TRASH ENCLOSURE WALLS TO BE A MAXIMUM OF 8' HIGH WITHIN THE EAST SIDE YARD SETBACK AREA.
- ALLOW UP TO 1.5 SQUARE FEET OF SIGN AREA PER LINEAR FOOT OF COMMERCIAL LEASED PREMISES ON THE GROUND FLOOR OF BUILDING 4 & BUILDING 6 IN THE RM-3-7 ZONE.
- ALLOW UP TO 1800 SQUARE FEET OF RESTAURANT USE ON THE GROUND FLOOR OF BUILDING 4 IN THE RM-3-7 ZONE.
- DECREASED LOT AREA AT LOT 1, 5 AND 6
- DECREASED LOT WIDTH AT LOT 1, 5 AND 6
- DECREASED LOT FRONTAGE AT LOT 1, 3, 5 AND 6

**PROJECT SUMMARY:**

SITE AREA: 9.28 ACRES  
 TOTAL BUILDING AREA: 386,000 SF

CODE REQUIRED PARKING: (STANDALONE USES BEFORE SHARED PARKING ADJUSTMENT)

**RETAIL/COMMERCIAL**

AUTOMOBILE: 8600sf @ 15.0/skf = 129.00 STALLS  
 RESTAURANT: 2100sf @ 55/skf = 10.50 STALLS  
 RETAIL: 1500sf @ 2.5/skf = 3.75 STALLS  
 LEASING: 143 STALLS

MOTORCYCLE: 2% of total commercial spaces (2 spaces min.) = 3 STALLS

BICYCLE: LONG TERM: 10,700sf @ 0.1/skf or 5% of total commercial spaces = 7 RACKS  
 SHORT TERM: 10,700sf @ 0.1/skf or 5% of total commercial spaces = 7 RACKS

**RESIDENTIAL**

AUTOMOBILE: 1 BR: 125DU @ 1.5 stalls/du = 188 STALLS  
 2 BR: 124DU @ 2.0 stalls/du = 248 STALLS  
 3 BR: 11DU @ 2.25 stalls/du = 25 STALLS  
 TOTAL: 461 STALLS (SDMC TABLE 142-05C)

MOTORCYCLE: 260DU @ 0.1 stalls/du = 26 STALLS

BICYCLE: 117 DU REQ'D FOR BIKE RACKS (RACKS NOT REQ'D FOR 143 UNITS W/ PRIVATE GARAGES SDMC TABLE 142-05C, SEE A 0.1 SCHEDULE)

1 BR: 56DU @ 0.4 stalls/du = 22 RACKS  
 2 BR: 56DU @ 0.5 stalls/du = 28 RACKS  
 3 BR: 5DU @ 0.6 stalls/du = 3 RACKS  
 TOTAL: 53 RACKS

**TOTAL REQ'D (STANDALONE USES BEFORE SHARED PARKING ADJUSTMENT)**  
 VEHICLE: 604 STALLS  
 MOTORCYCLE: 29 STALLS  
 BICYCLE: 67 RACKS  
**TOTAL REQ'D (VEHICLE) @ PEAK PER SHARED PARKING ANALYSIS: 503 STALLS**

**PROVIDED PARKING**

GATED (SHARED): 419 STALLS  
 OPEN (SHARED): 109 STALLS

**TOTAL PROVIDED: 528 STALLS**  
 VEHICLE: 29 STALLS  
 MOTORCYCLE: 68 RACKS

**REQUIRED ACCESSIBLE PARKING:**

RETAIL / RESTAURANT: 6 STALLS (CBC CHAPTER 11B)  
 RESIDENTIAL: 10 STALLS (2% OF TOTAL STALLS)

**PROVIDED ACCESSIBLE PARKING:**

RETAIL / RESTAURANT: 6 STALLS  
 RESIDENTIAL: 10 STALLS

**ADDITIONAL PARKING INFORMATION:**

LOADING SPACES: 2 SPACES (SEE A 0.1)  
 CARPOOL OR ZERO EMISSIONS VEHICLES: 6 SPACES (SEE A 0.1)

**PERSONAL STORAGE**

REQUIRED: 240 CF/DU X 260DU  
 PROVIDED: SEE SHEET A 0.1

**REFUSE & RECYCLE MATERIALS STORAGE**

RESIDENTIAL: TOTAL REQUIRED (SDMC TABLE 142-08B) = 768 + (96 X (260 - 201)/25) = 995 SF  
 TOTAL PROVIDED: 1,200 SF (SEE A 0.1)

NONRESIDENTIAL: TOTAL REQUIRED (SDMC TABLE 142-08C) = 96 SF  
 TOTAL PROVIDED: 200 SF (SEE A 0.1)

**LOT COVERAGE / F.A.R / BUILDING HEIGHT / SETBACKS:**

LOT AREA	CC-2-3		RM-3-7	
	REQUIREMENTS	PROPOSED	REQUIREMENTS	PROPOSED
LOT 1 LOT 2 LOT 3 LOT 4 LOT 5 LOT 6	5,000 SF MIN.	+/- 68,200 SF +/- 3,000 SF +/- 25,700 SF N/A +/- 30,800 SF +/- 4,200 SF +/- 4,500 SF	7,000 SF MIN.	+/- 336,000 SF +/- 9,600 SF N/A +/- 30,300 SF N/A +/- 290,300 SF +/- 5,800 SF
LOT WIDTH	100' MIN.	+/- 36' * +/- 257' * N/A +/- 221' * +/- 29' * +/- 32' *	70' MIN.	+/- 34' * +/- 180' * N/A +/- 567' * +/- 30' *
STREET FRONTAGE	100' MIN.	+/- 39' * +/- 257' * N/A +/- 227' * +/- 29' * +/- 32' *	70' MIN.	NONE * N/A N/A +/- 29' * N/A
SETBACKS FRONT	-	10' OR MORE	10' MIN. (50% MAX.) 20' STANDARD	40' OR MORE
SIDE	10' MIN.	85' OR MORE	57'-6" (10% OF THE PREMISES WIDTH)	8' *
STREET SIDE	-	70' OR MORE	57'-6" (10% OF THE PREMISES WIDTH)	46' *
REAR	10' MIN.	15'	5' MIN.	11' OR MORE
LOT COVERAGE:				
COVERED AREA	-	+/- 7,800 SF	-	+/- 120,400 SF
COVERAGE (%)	-	11%	60%	36%
FAR:				
BUILDING AREA (INC. PHANTOM FLOOR)	-	+/- 7,800 SF	-	+/- 400,500 SF
FAR	0.75 MAX.	0.11	1.80 MAX.	1.19
BUILDING HEIGHT	45' MAX.	35' MAX.	40'	50' *

\* INDICATES DEVIATION FROM SAN DIEGO ZONING REQUIREMENT.

**VICINITY MAP**



**SHEET INDEX**

SHEET # SHEET NAME

GEN 0.1 COVER, INDEX & PROJECT INFORMATION

- C 1.1 EXISTING CONDITIONS
- C 1.2 LOT PLAN
- C 1.3 GRADING PLAN
- C 1.4 UTILITY PLAN
- C 1.5 SOUTH BASIN STORMWATER DETAIL
- C 1.6 NORTH BASIN STORMWATER DETAIL
- C 1.7 SIGHT DISTANCE & GREEN STREETS BMP PLAN
- C 1.8 SIGHT DISTANCE & GREEN STREETS BMP PLAN

- F 0.1 FIRE ACCESS PLAN
- F 0.2 FIRE ACCESS PLAN
- F 0.3 AUTOTURN / HYDRANT COVERAGE
- F 0.4 PRIVATE FIRE LINE PLAN

- A 0.1 SITE PLAN - GROUND LEVEL
- A 0.2 SITE PLAN - THIRD LEVEL (SECOND LEVEL SIMILAR)
- A 0.3 SITE PLAN - LEVEL 4
- A 0.4 OPEN SPACE CALCULATION
- A 0.5 ACCESSIBLE ROUTE - SITE PLAN
- A 1.1 STREETSCAPE ELEVATION ALONG CARROLL CANYON ROAD
- A 1.2 STREETSCAPE ELEVATION ALONG FREEWAY I-15 & RETAIL BLDGS. ELEV.

- A 1.3 STREETSCAPE ELEVATIONS - ALONG EAST AND NORTH
- A 2.1 SITE SECTION
- A 2.2 PARKING LIFT STRUCTURE CONCEPT
- A 3.1 TYPICAL BUILDING PLANS
- A 4.1 UNIT PLANS
- A 4.2 UNIT PLANS
- A 4.3 UNIT PLANS

- L 1.1 LANDSCAPE DEVELOPMENT PLAN
- L 1.2 BRUSH MANAGEMENT PLAN
- L 1.3 LANDSCAPE CALCULATIONS
- L 1.4 INVENTORY OF EXISTING EUCALYPTUS TREES

**DEVELOPMENT TEAM**

**APPLICANT:**

SUDBERRY DEVELOPMENT INC.  
 5465 MOREHOUSE DRIVE, SUITE 260  
 SAN DIEGO, CA 92121  
 858.546.3000 T  
 858.546.3009 F

**ARCHITECT:**

MVE+PARTNERS  
 1900 MAIN STREET, SUITE 800  
 IRVINE, CA 92614  
 949.809.3388 T  
 949.809.3399 F

**CIVIL ENGINEER:**

PASCO LARET SUITER & ASSOCIATES  
 535 NORTH HIGHWAY 101, SUITE A  
 SOLANA BEACH, CA 92075  
 858.259.8212 T  
 858.259.4612 F

**LANDSCAPE ARCHITECT:**

GROUNDLEVEL LANDSCAPE ARCHITECTURE  
 2605 STATE STREET, SUITE B  
 SAN DIEGO, CA 92103  
 619.325.1990 T  
 619.325.1997 F

**FIRE SAFETY CONSULTANT:**

FIRESAFE PLANNING SOLUTIONS  
 302 N. EL COMINO REAL, SUITE 202  
 SAN CLEMENTE, CA 92672  
 949.240.5911 T  
 949.240.8291 F

**Sudberry Properties**  
 Sudberry Development Inc.  
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**MVE PARTNERS**  
 1900 Main Street, Suite 800  
 Irvine, California 92614  
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 www.mve-architects.com

**PASCO LARET SUITER & ASSOCIATES**  
 CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING  
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 ph 858.259.8212 | fx 858.259.4612 | pln@pasco.com

**GROUNDLEVEL**  
 Landscape Architecture  
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 F 619.325.1997

**firesafe**  
 FIRE SAFETY CONSULTANTS  
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 San Clemente, California 92672  
 T 949.240.5911  
 F 949.240.8291

COVER, INDEX & PROJECT INFORMATION  
 As indicated

**Carroll Canyon Mixed-Use**  
 9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
 2014.10199  
**GEN 0.1**  
 August 30, 2016





**LEGEND**

ITEM	SYMBOL
PROPERTY LINE/TM BOUNDARY	---
RESTRICTED ACCESS	
PUBLIC UTILITY EASEMENT	---
FLOW DIRECTION	→
EXISTING PUBLIC WATER MAIN	— — —
EXISTING PUBLIC SANITARY SEWER MAIN	— — —
EXISTING PUBLIC STORM DRAIN	— — —
FIRE HYDRANT ASSEMBLY	⊙
SEWER MANHOLE	⊙
EXISTING SIGNALIZED INTERSECTION	⊙
LIMIT OF SLOPE GRADIENT OVER 25%	— — —

**TOPOGRAPHY SOURCE**

TOPOGRAPHIC INFORMATION SHOWN HEREIN IS BY AEROTECH  
 PHOTOS DATED AUGUST 10, 2011  
 FIELD VERIFIED BY ENGINEER OF WORK ON JANUARY 2015

- REFERENCE DRAWINGS**
- CITY OF SAN DIEGO DWG 27941-16-0 (38" RECLAIMED WATER PLAN & PROFILE)
  - CITY OF SAN DIEGO DWG 27941-17-0 (38" RECLAIMED WATER PLAN & PROFILE)
  - CITY OF SAN DIEGO DWG 16005-1-0 (SCRIPPS MIRAMAR RANCH BUSINESS PARK IMP. PLAN)
  - CITY OF SAN DIEGO DWG 16005-9-0 (SCRIPPS MIRAMAR RANCH BUSINESS PARK IMP. PLAN)
  - PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN SAN DIEGO COUNTY ON INTERSTATE ROUTE 15 FROM 0.3KM SOUTH OF ROUTE 52/15 SEPARATION TO 1.0KM NORTH OF CARMEL MOUNTAIN ROAD OVER-CROSSING AND ON ROUTE 163 FROM 0.6KM NORTH OF ROUTE 162/52 SEPARATION TO ROUTE 163/15 SEPARATION.
  - PARCEL MAP 4337
  - MAP 7960

**BENCHMARK**

THE BENCHMARK USED FOR THIS SURVEY IS THE CITY OF SAN DIEGO BENCHMARK NO. 129, BEING A BRASS PLUG IN THE TOP OF CURB INLET AT THE NORTHEAST CORNER OF EASTERLY ON-RAMP TO I-15, NEAR THE INTERSECTION OF CARROLL CANYON ROAD & I-15.

ELEV. = 513.454' M.S.L. (NGVD 29)  
 VERTICAL BENCH TABLE PUBLISHED JANUARY 2008, CITY OF SAN DIEGO.

**COORDINATE INDEX**

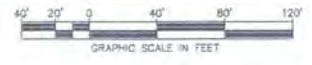
NAD27 258-1733  
 NAD83 1908-6995

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EXISTING CONDITIONS



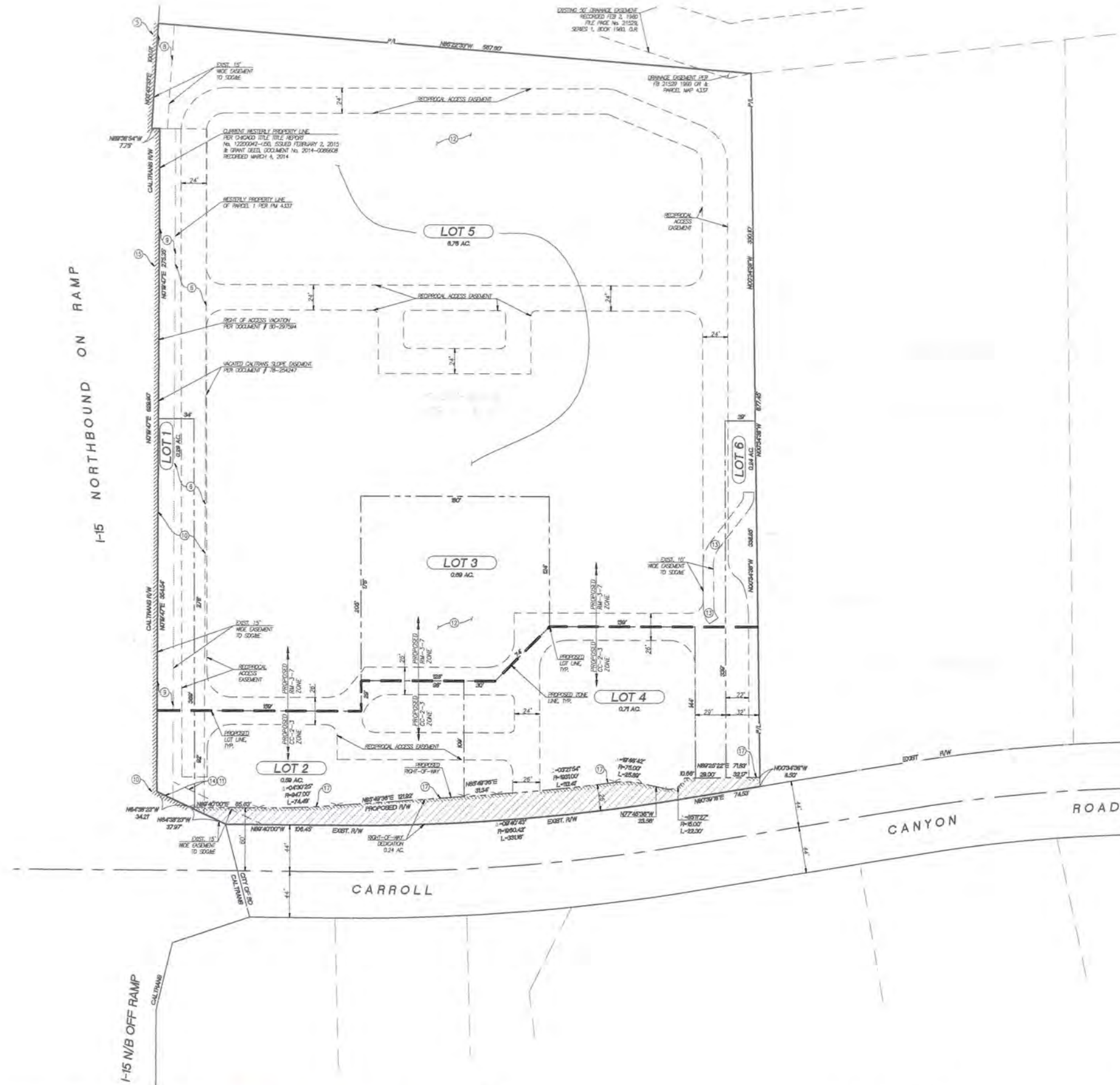
SITE DEVELOPMENT PERMIT SUBMITTAL  
**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199 **C 1.1**

August 30, 2016





**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / TM BOUNDARY	—
PROPOSED RIGHT-OF-WAY	---
PROPOSED LOT LINE	- - - -
PROPOSED ZONE LINE	— — — —
EASEMENT	----
CALTRANS ACCESS RESTRICTION	
RIGHT-OF-WAY DEDICATION	
CITY ACCESS REINDESTRUCTION	

**NOTES:**

1. LOTS 1, 2, 3, 4, 5, & 6 SHALL GRANT RECIPROCAL ACCESS EASEMENTS (REA) IN FAVOR OF ALL OTHER LOTS WITHIN THE PROJECT SITE.
2. THE REA WOULD BE EXPLANATORY OF COMMON USES AND MAINTENANCE RESPONSIBILITIES SHARED AMONGST ALL LOTS WITHIN THE SUBDIVISION.
3. YESTING TENTATIVE MAP APPROVAL NUMBER 979190.
4. NUMBER OF EXISTING LOTS = 1.
5. NUMBER OF PROPOSED LOTS = 6.

**LOT SUMMARY TABLE**

LOT NO.	AREA
1	0.29 AC
2	0.24 AC
3	0.89 AC
4	0.21 AC
5	0.78 AC
6	0.14 AC
<b>TOTAL</b>	<b>3.52 AC</b>

**ZONING**

EXISTING = 3.52 ACRES IP-2-1  
 PROPOSED = 7.71 ACRES RM-3-7  
 1.57 ACRES CC-2-3

**EASEMENT TABLE**

EASEMENT DESCRIPTION	DOCUMENT No.	PLOTTED	VACATED OR QUITCLAIMED	LOCATION
PIPELINE EASEMENT	BOOK 194 PAGE 424	NO		UNKNOWN
RIGHT OF ACCESS VACATION	75-075319	NO		CALTRANS
SLOPE RIGHTS EASEMENT	73-220186	YES	VACATED	VACATED
COVENANTS, CONDITIONS & RESTRICTION	74-209620	NO		
SDG&E PUBLIC UTILITIES EASEMENT	75-275527	YES		GAS MAIN
SDG&E PUBLIC UTILITIES EASEMENT	75-238674	YES		GAS MAIN
RIGHT OF ACCESS VACATION	78-254247	YES		CALTRANS
ACCESS EASEMENT	78-025247	YES		SDG&E
SDG&E PUBLIC UTILITIES EASEMENT	78-399040	NO		BLANKET ACCESS
SDG&E PUBLIC UTILITIES EASEMENT	79-300776	YES	QUITCLAIMED	ONSITE ELECTRICAL
SDG&E PUBLIC UTILITIES EASEMENT	80-0297578	YES		SDG&E ACCESS
RIGHT OF ACCESS VACATION	80-297594	NO		
COVENANTS, CONDITIONS & RESTRICTION	80-425843	NO		
PROPOSED RESTRICTED ACCESS TO THE CITY OF SAN DIEGO		YES		
DRAINAGE EASEMENT	PM 4337	YES		

**LEGAL DESCRIPTION**

PORTION OF PARCEL 1, PARCEL MAP NO. 4337, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

**MAPPING AND MONUMENTATION**

ALL PROPERTY CORNERS WILL BE SET AND A FINAL MAP WILL BE FILED UPON APPROVAL OF THE TENTATIVE MAP. A DETAILED PROCEDURE OF SURVEY WILL BE SHOWN ON THE FINAL MAP. EXISTING NUMBER OF PARCELS = 1  
 PROPOSED NUMBER OF LOTS = 6

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAN DIEGO COUNTY REAL TIME NETWORK USING CALIFORNIA COORDINATE SYSTEM 83, ZONE 6, NAD 83, 2011.00 EPOCH AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS GLOBAL POSITIONING STATIONS (CGPS) AND/OR CONTINUOUS OPERATING REFERENCE STATIONS (CORS) "SDMC" AND "422" BEING 43,999.07M AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY AND MEETS ALL THE REQUIREMENTS OF THE CALIFORNIA PUBLIC RESOURCES CODE.

**TITLE REPORT**

PREPARED BY:  
 CHICAGO TITLE COMPANY  
 2365 NORTHSIDE DRIVE SUITE 500  
 SAN DIEGO CA 92108  
 PHONE: (619) 521-3400  
 REPORT: ORDER No. 1220042-USD  
 DATED: FEBRUARY 2, 2015



SITE DEVELOPMENT PERMIT SUBMITTAL

**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

**C 1.2**

2014.10199

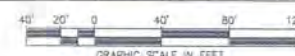
August 30, 2016

**PASCO LARET SUITER & ASSOCIATES**  
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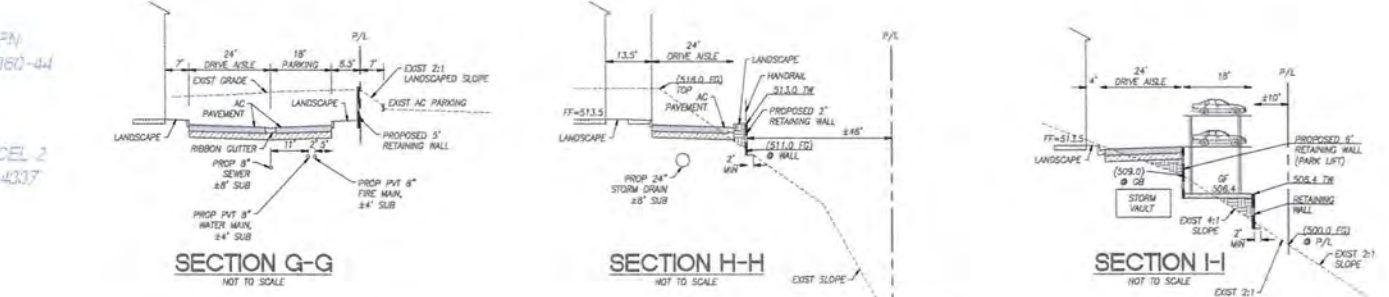
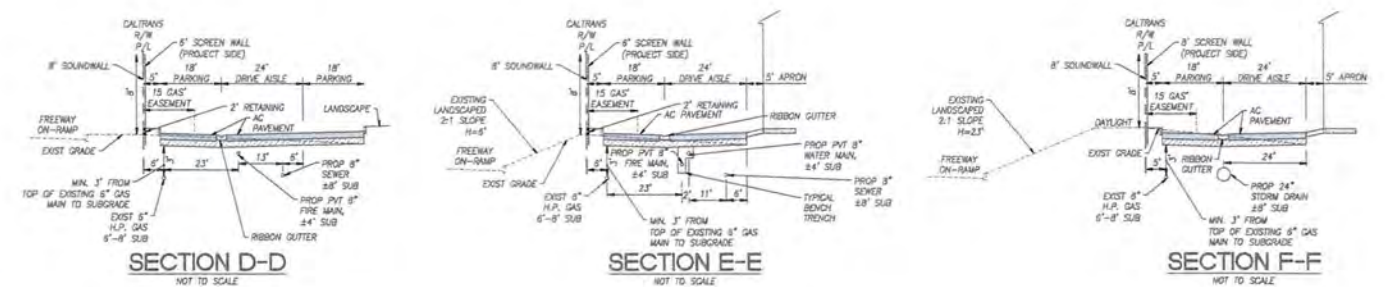
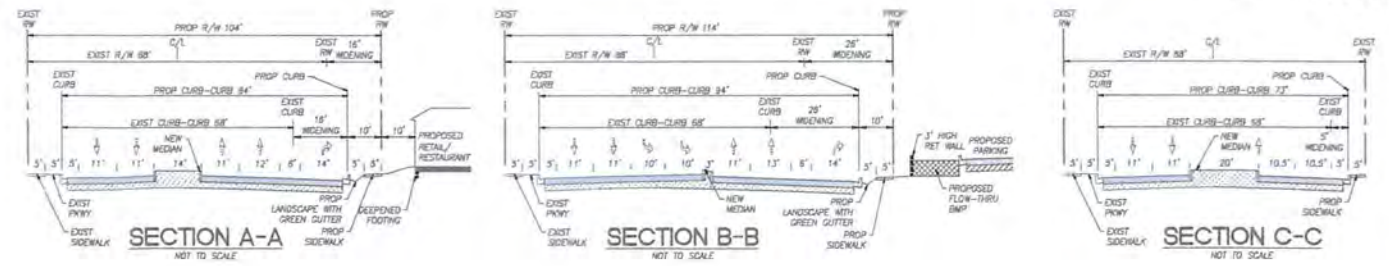
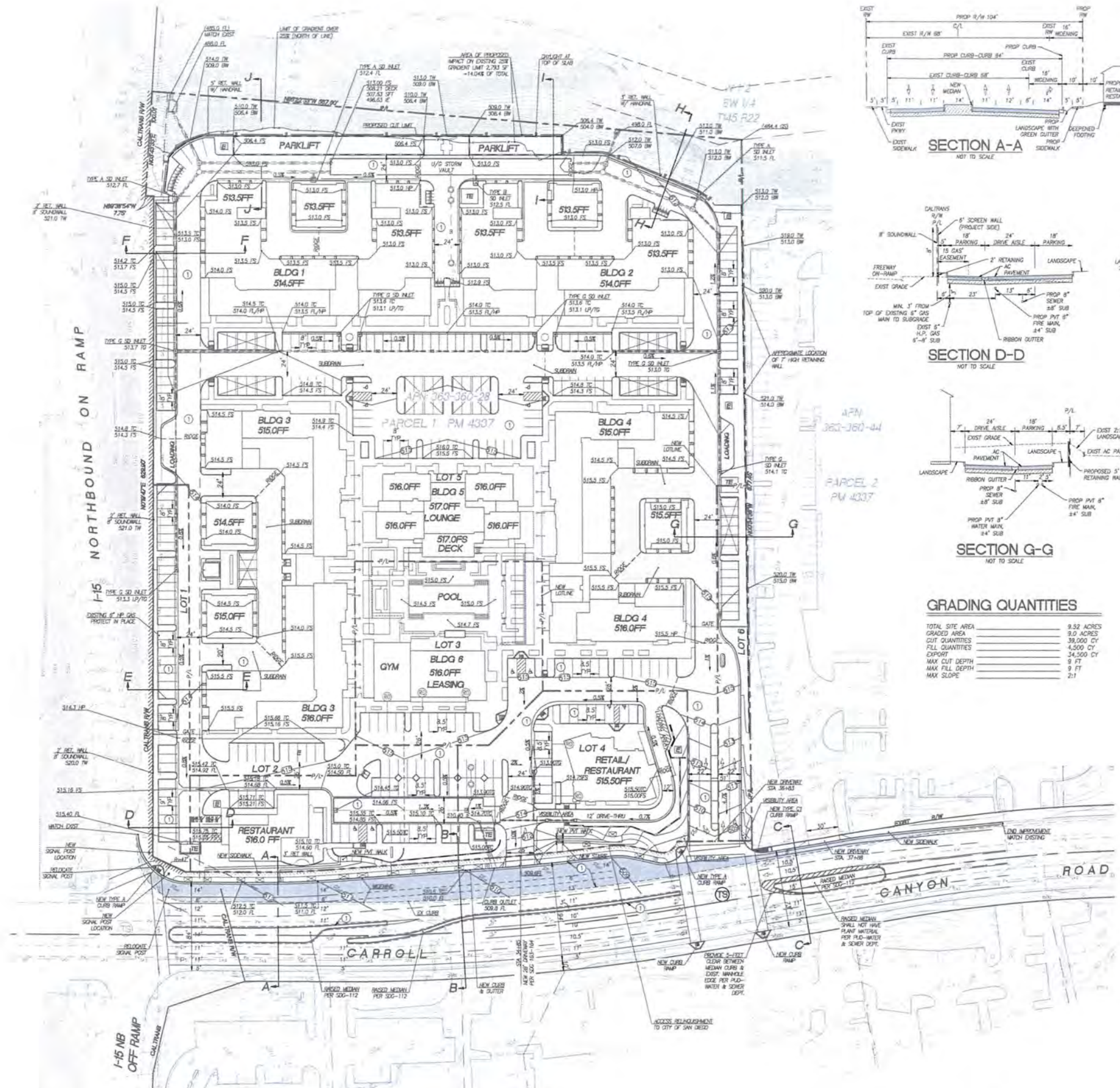


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**LOT PLAN**







**GRADING QUANTITIES**

TOTAL SITE AREA	9.52 ACRES
GRADED AREA	9.0 ACRES
CUT QUANTITIES	39,000 CY
FILL QUANTITIES	4,500 CY
EXPORT	34,500 CY
MAX CUT DEPTH	9 FT
MAX FILL DEPTH	9 FT
MAX SLOPE	2:1

**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / RIGHT-OF-WAY	---
EASEMENT	---
EXISTING CONTOUR	~
PROPOSED CONTOUR	~
CUT/FILL SLOPE (2:1 MAX)	V V V
TOP OF CURB ELEVATION	58.00 TS
LOWNESS ELEVATION	58.00 TS
FINISH SURFACE ELEVATION	58.00 FSG
EXISTING ELEVATION	(58.00)
FLOW DIRECTION AND SLOPE	2.0%
6" CONC. CURB	---
6" CONC. CURB & GUTTER	---
PROPOSED STORM DRAIN (SEE SHEET J)	---
PEDESTRIAN RAMP TYPE A	---
NEW AC PAVEMENT	---
NEW PERMEABLE PAVERS	---
NEW PLANTING AREA	---
EXISTING SIGNALIZED INTERSECTION	TS
PROPOSED SIGNALIZED INTERSECTION	TS
TREE PLANTER OR STREET TREE (40 SF MINIMUM ROOT ZONE)	---
VISIBILITY AREA PER LDC 113.027(X)(3)	---

**PRELIMINARY PAVING SECTION**

- PUBLIC STREET SECTION PER PAVEMENT DESIGN STANDARDS SCHEDULE "A", 300-113.
- AC PAVEMENT ON PARKING AREA, 4" AC ON 8" CRUSHED MISCELLANEOUS BASE.
- AC PAVEMENT ON DRIVE AISLE, 6" AC ON 12" CRUSHED MISCELLANEOUS BASE.
- PAVERS, 6" THICK PAVEMENT BLOCKS ON 15" CRUSHED MISCELLANEOUS BASE.

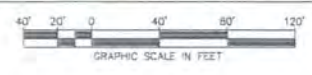


**PASCO LARET SUITER & ASSOCIATES**  
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 535 North Highway 101, Ste A, Solana Beach, CA 92073  
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 5425 Marinwood Drive, Suite 360  
 San Diego, CA 92121-4713  
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**GRADING PLAN**



**Carroll Canyon Mixed-Use**

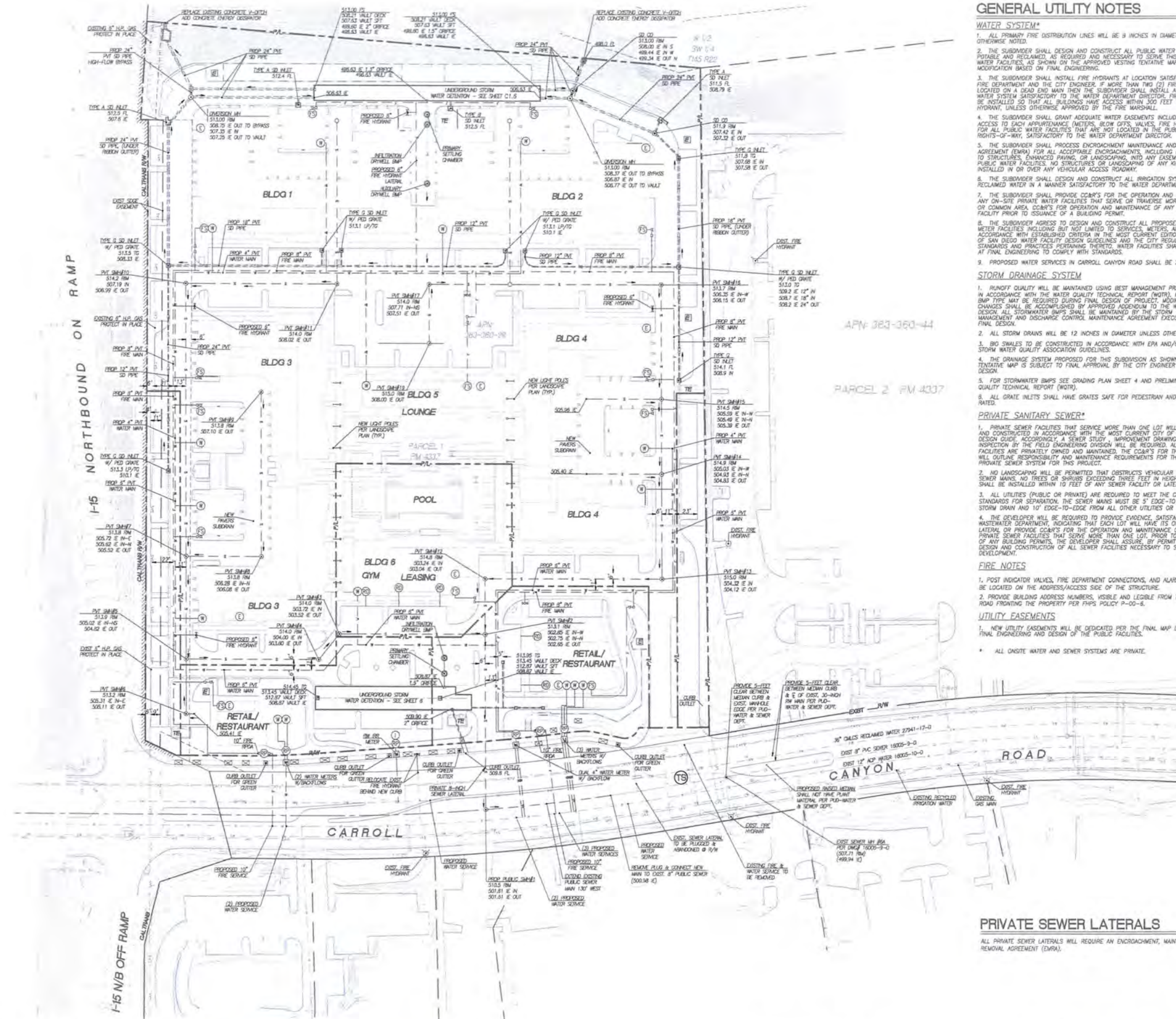
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199 **C 1.3**

August 30, 2016

SITE DEVELOPMENT PERMIT SUBMITTAL





**GENERAL UTILITY NOTES**

- WATER SYSTEM\***
1. ALL PRIMARY FIRE DISTRIBUTION LINES WILL BE 8 INCHES IN DIAMETER UNLESS OTHERWISE NOTED.
  2. THE SUBDIVIDER SHALL DESIGN AND CONSTRUCT ALL PUBLIC WATER FACILITIES, BOTH POTABLE AND RECLAIMED, AS REQUIRED AND NECESSARY TO SERVE THIS DEVELOPMENT. WATER FACILITIES, AS SHOWN ON THE APPROVED VESTING TENTATIVE MAP MAY REQUIRE MODIFICATION BASED ON FINAL ENGINEERING.
  3. THE SUBDIVIDER SHALL INSTALL FIRE HYDRANTS AT LOCATION SATISFACTORY TO THE FIRE DEPARTMENT AND THE CITY ENGINEER. IF MORE THAN TWO (2) FIRE HYDRANTS ARE LOCATED ON A DEAD END MAIN THEN THE SUBDIVIDER SHALL INSTALL A REDUNDANT WATER SYSTEM SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR. FIRE HYDRANTS WILL BE INSTALLED SO THAT ALL BUILDINGS HAVE ACCESS WITHIN 300 FEET TO AT LEAST ONE HYDRANT, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHALL.
  4. THE SUBDIVIDER SHALL GRANT ADEQUATE WATER EASEMENTS INCLUDING VEHICULAR ACCESS TO EACH APURTEINANCE (METERS, BLOW OFFS, VALVES, FIRE HYDRANTS, ETC.), FOR ALL PUBLIC WATER FACILITIES THAT ARE NOT LOCATED IN THE PUBLIC RIGHTS-OF-WAY, SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR.
  5. THE SUBDIVIDER SHALL PROCESS ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT (EMRA) FOR ALL ACCEPTABLE ENCROACHMENTS, INCLUDING BUT NOT LIMITED TO STRUCTURES, ENHANCED FIRMING, OR LANDSCAPING, INTO ANY EASEMENT CONTAINING PUBLIC WATER FACILITIES, NO STRUCTURES OR LANDSCAPING OF ANY KIND SHALL BE INSTALLED IN OR OVER ANY VEHICULAR ACCESS ROADWAY.
  6. THE SUBDIVIDER SHALL DESIGN AND CONSTRUCT ALL IRRIGATION SYSTEMS TO UTILIZE RECLAIMED WATER IN A MANNER SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR.
  7. THE SUBDIVIDER SHALL PROVIDE COAR'S FOR THE OPERATION AND MAINTENANCE OF ANY ON-SITE PRIVATE WATER FACILITIES THAT SERVE OR TRAVERSE MORE THAN ONE LOT OF COMMON AREA. COAR'S FOR OPERATION AND MAINTENANCE OF ANY PRIVATE WATER FACILITY PRIOR TO ISSUANCE OF A BUILDING PERMIT.
  8. THE SUBDIVIDER AGREES TO DESIGN AND CONSTRUCT ALL PROPOSED PUBLIC WATER METER FACILITIES INCLUDING BUT NOT LIMITED TO SERVICES, METERS, AND EASEMENT, IN ACCORDANCE WITH ESTABLISHED CRITERIA IN THE MOST CURRENT EDITION OF THE CITY OF SAN DIEGO WATER FACILITY DESIGN GUIDELINES AND THE CITY REGULATIONS, STANDARDS AND PRACTICES PERTAINING THERETO. WATER FACILITIES SHALL BE MODIFIED AT FINAL ENGINEERING TO COMPLY WITH STANDARDS.
  9. PROPOSED WATER SERVICES IN CARROLL CANYON ROAD SHALL BE 2.5' APART.
- STORM DRAINAGE SYSTEM**
1. RUNOFF QUALITY WILL BE MAINTAINED USING BEST MANAGEMENT PRACTICES (BMPs) IN ACCORDANCE WITH THE WATER QUALITY TECHNICAL REPORT (WQTR). MODIFICATION OF BMP PIPE MAY BE REQUIRED DURING FINAL DESIGN OF PROJECT. MODIFICATIONS OR CHANGES SHALL BE ACCOMPLISHED BY APPROVED ADDENDUM TO THE WQTR AT FINAL DESIGN. ALL STORMWATER BMPs SHALL BE MAINTAINED BY THE STORM WATER MANAGEMENT AND DISCHARGE CONTROL MAINTENANCE AGREEMENT EXECUTED WITH THE FINAL DESIGN.
  2. ALL STORM DRAINS WILL BE 12 INCHES IN DIAMETER UNLESS OTHERWISE NOTED.
  3. BQ SHALES TO BE CONSTRUCTED IN ACCORDANCE WITH EPA AND/OR CALIFORNIA STORM WATER QUALITY ASSOCIATION GUIDELINES.
  4. THE DRAINAGE SYSTEM PROPOSED FOR THIS SUBDIVISION AS SHOWN ON THE VESTING TENTATIVE MAP IS SUBJECT TO FINAL APPROVAL BY THE CITY ENGINEER DURING FINAL DESIGN.
  5. FOR STORMWATER BMPs SEE GRADING PLAN SHEET 4 AND PRELIMINARY WATER QUALITY TECHNICAL REPORT (WQTR).
  6. ALL GRATE INLETS SHALL HAVE GRATES SAFE FOR PEDESTRIAN AND ARE TRAFFIC RATED.
- PRIVATE SANITARY SEWER\***
1. PRIVATE SEWER FACILITIES THAT SERVICE MORE THAN ONE LOT WILL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT CITY OF SAN DIEGO SEWER DESIGN GUIDE, ACCORDINGLY, A SEWER STUDY, IMPROVEMENT DRAWINGS, AND INSPECTION BY THE FIELD ENGINEERING DIVISION WILL BE REQUIRED. ALL SEWERAGE FACILITIES ARE PRIVATELY OWNED AND MAINTAINED. THE COAR'S FOR THIS DEVELOPMENT WILL OBLIGATE MAINTENANCE REQUIREMENTS FOR THE ON-SITE PRIVATE SEWER SYSTEM FOR THIS PROJECT.
  2. NO LANDSCAPING WILL BE PERMITTED THAT OBSTRUCTS VEHICULAR ACCESS TO THE SEWER MAINS, NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN 10 FEET OF ANY SEWER FACILITY OR LATERALS.
  3. ALL UTILITIES (PUBLIC OR PRIVATE) ARE REQUIRED TO MEET THE CITY'S DESIGN STANDARDS FOR SEPARATION. THE SEWER MAINS MUST BE 5' EDGE-TO-EDGE FROM STORM DRAIN AND 10' EDGE-TO-EDGE FROM ALL OTHER UTILITIES OR IMPROVEMENTS.
  4. THE DEVELOPER WILL BE REQUIRED TO PROVIDE EVIDENCE, SATISFACTORY TO THE WASTEWATER DEPARTMENT, INDICATING THAT EACH LOT WILL HAVE ITS OWN SEWER LATERAL OR PROVIDE COAR'S FOR THE OPERATION AND MAINTENANCE OF ON-SITE PRIVATE SEWER FACILITIES THAT SERVICE MORE THAN ONE LOT. PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS, THE DEVELOPER SHALL ASSURE, BY PROMPT AND BOND, THE DESIGN AND CONSTRUCTION OF ALL SEWER FACILITIES NECESSARY TO SERVE THIS DEVELOPMENT.
- FIRE NOTES**
1. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELLS ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE.
  2. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER FHPS POLICY P-00-8.
- UTILITY EASEMENTS**
1. NEW UTILITY EASEMENTS WILL BE DEDICATED PER THE FINAL MAP BASED ON THE FINAL ENGINEERING AND DESIGN OF THE PUBLIC FACILITIES.
- \* ALL ON-SITE WATER AND SEWER SYSTEMS ARE PRIVATE.

**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / RIGHT-OF-WAY	---
EXISTING EASEMENT	---
8" CONC. CURB	---
12" CONC. CURB & GUTTER	---
PROPOSED SWAMP	---
EXISTING PUBLIC WATER MAIN	---
EXISTING PUBLIC SANITARY SEWER MAIN	---
EXISTING FIRE HYDRANT ASSEMBLY	---
PROPOSED FIRE HYDRANT ASSEMBLY	---
EXISTING SEWER MANHOLE	---
PROPOSED SEWER MANHOLE (S&P)	---
PROPOSED PRIVATE FIRE MAIN	---
PROPOSED PRIVATE WATER MAIN	---
PROPOSED 8" PRIVATE SANITARY SEWER MAIN, 18" COVER SLIT	---
PROPOSED STORM DRAIN	---
EXISTING STORM DRAIN INLET	---
PROPOSED STORM DRAIN INLET	---
EXISTING GATE VALVE	---
EXISTING GATE VALVE	---
PROPOSED GATE VALVE	---
PROPOSED GATE VALVE	---
FIRE SERVICE	---
WATER SERVICE	---
BACKFLOW PREVENTION DEVICE	---
SEWER SERVICE	---
BUILDING ELECTRIC CONNECTION	---
EXISTING SIGNALIZED INTERSECTION	---
PROPOSED SIGNALIZED INTERSECTION	---
PROPOSED LIGHT STANDARDS	---
PROPOSED ELECTRICAL TRANSFORMER	---
PROPOSED TRASH ENCLOSURE	---
PROPOSED STREET TREE LOCATION (NO S.F. ROOT ZONE)	---

**TREE SEPARATION NOTE**

**VISIBILITY AREA NOTE:**  
NO FENCES / SHRUBS / STRUCTURES OR WALLS HIGHER THAN 36" IN HEIGHT ARE PERMITTED IN THE VISIBILITY AREA OF THE PROPOSED DRIVEWAYS AND STREET INTERSECTION.

(PER LDC SECTION 142.0409 & TABLE 142-04C)

IMPROVEMENTS	MINIMUM DISTANCE TO STREET TREE
TRAFFIC SIGNALS/STOP SIGN	20 FEET
UNDERGROUND UTILITY LINES (EXCEPT SEWER)	5 FEET
SEWER	10 FEET
ABOVE GROUND UTILITY STRUCTURE	10 FEET
DRIVEWAYS	10 FEET
INTERSECTIONS (INTERSECTING LINES OF 2 STREETS)	25 FEET

**BENCH TRENCH**

SEE SECTION E-E ON SHEET 4 FOR TYPICAL BENCH TRENCH ON PRIVATE WATER AND FIRE LINES.

**UTILITY COMPANIES**

WATER: CITY OF SAN DIEGO  
SEWER: CITY OF SAN DIEGO  
GAS & ELECTRIC: SDC&E  
TELEPHONE: AT&T

**REFERENCE DRAWINGS**

- CITY OF SAN DIEGO DWG 27941-16-0 (36" RECLAIMED WATER PLAN & PROFILE)
- CITY OF SAN DIEGO DWG 27941-17-0 (36" RECLAIMED WATER PLAN & PROFILE)
- CITY OF SAN DIEGO DWG 16005-1-0 (SCRIPPS MIRAMAR RANCH BUSINESS PARK IMP. PLAN)
- CITY OF SAN DIEGO DWG 16005-9-0 (SCRIPPS MIRAMAR RANCH BUSINESS PARK IMP. PLAN)
- PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN SAN DIEGO COUNTY ON INTERSTATE ROUTE 15 FROM 0.30M SOUTH OF ROUTE 52/15 SEPARATION TO 1.00M NORTH OF CAMEL MOUNTAIN ROAD OVER-CROSSING AND ON ROUTE 163 FROM 0.60M NORTH OF ROUTE 162/52 SEPARATION TO ROUTE 163/15 SEPARATION.
- PARCEL MAP 4337
- MAP 7900

**BACKFLOW PREVENTION**

ALL WATER SERVICES TO THE SITE, INCLUDING DOMESTIC, IRRIGATION AND FIRE, WILL REQUIRE PRIVATE, ABOVE-GROUND BACKFLOW PREVENTION DEVICES (BPPDS). BPPDS SHALL BE LOCATED ON PRIVATE PROPERTY, IN LINE WITH THE SERVICE AND IMMEDIATELY ADJACENT TO THE RIGHT-OF-WAY. THE REQUIRED BPPDS TO BE LOCATED BELOW GRADE OR WITHIN THE STRUCTURE.



**PRIVATE SEWER LATERALS**

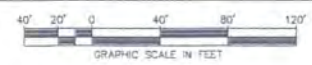
ALL PRIVATE SEWER LATERALS WILL REQUIRE AN ENCROACHMENT, MAINTENANCE AND REMOVAL AGREEMENT (EMRA).

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**UTILITY PLAN**



**Carroll Canyon Mixed-Use**

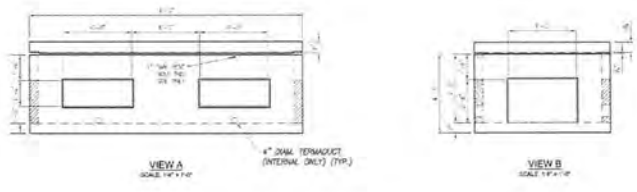
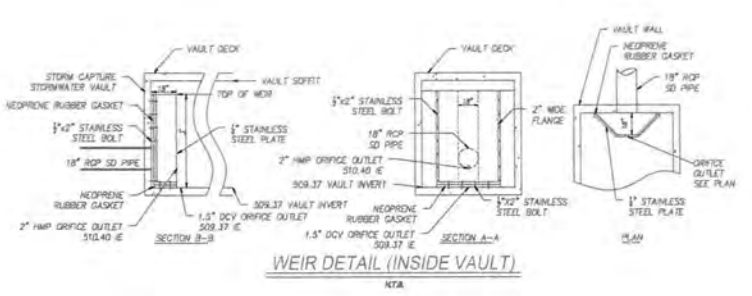
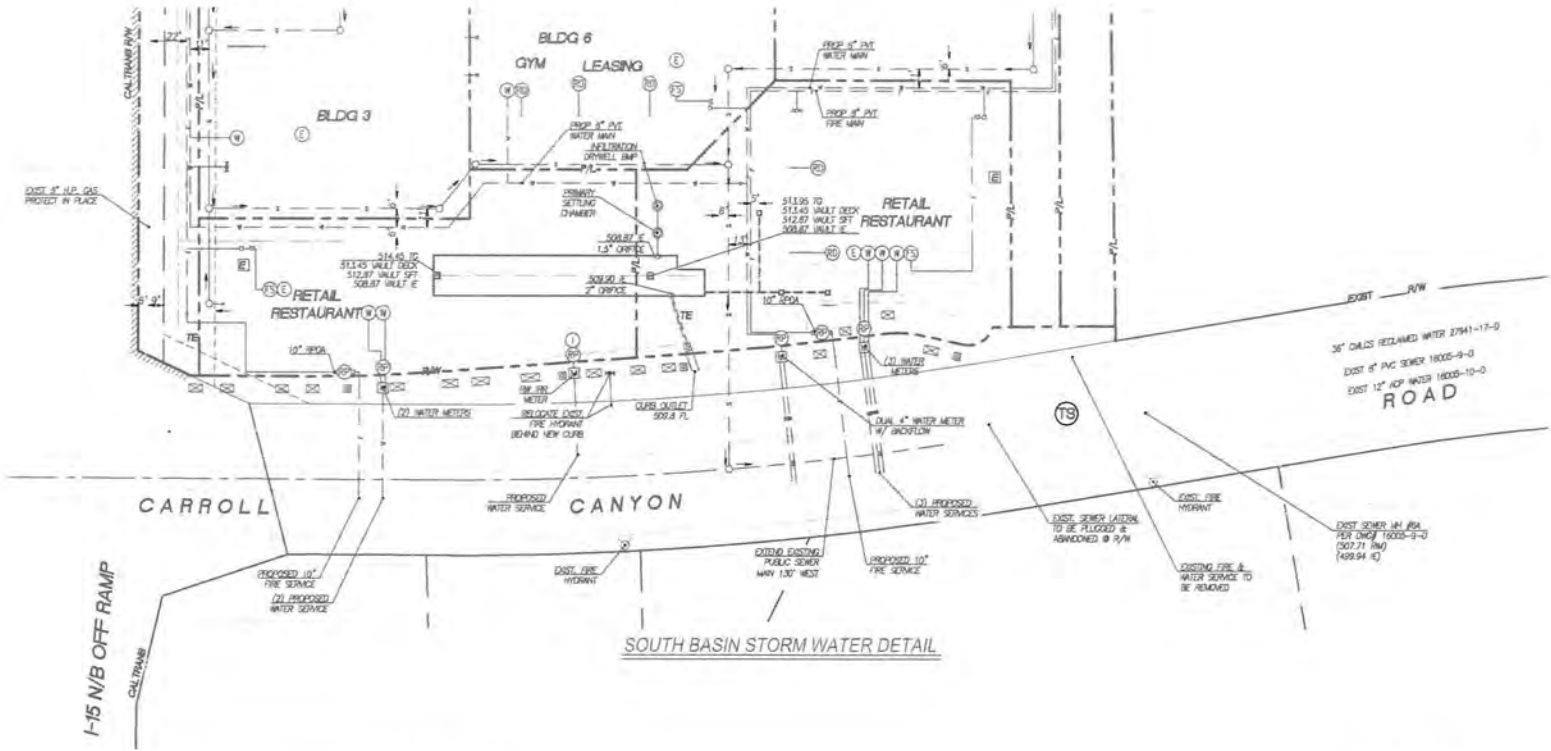
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199 **C 1.4**

August 30, 2016

SITE DEVELOPMENT PERMIT SUBMITTAL





- GENERAL NOTES**
- THE STORM CAPTURE SYSTEM BY OLGCASTLE PRECAST IS PART OF THE STORMWATER MANAGEMENT SYSTEM FOR THE RESPECTIVE SITE, AS PREPARED BY THE PROJECT DESIGN ENGINEER. IT IS THE RESPONSIBILITY OF THE DESIGN ENGINEER TO DETERMINE DESIGN FLOW RATES, PRE-TREATMENT REQUIREMENTS, STORAGE VOLUME, AND ENSURE THE FINAL DESIGN MEETS ALL COMPLIANCE AND STORAGE REQUIREMENTS. SYSTEM DESIGN AND TYPE, SOIL ANALYSIS, LOADING REQUIREMENTS, COVER HEIGHT AND MODULE SIZE DETERMINE THE FOUNDATION TYPE AND REQUIREMENTS AS STATED HEREIN. ANY VARIATIONS FOUND DURING CONSTRUCTION FROM THE SITE AND SYSTEM ANALYSIS MUST BE REPORTED TO THE PROJECT DESIGN ENGINEER. THE PROJECT DESIGN ENGINEER IS RESPONSIBLE FOR OBTAINING A GEOTECHNICAL ENGINEERING REPORT VERIFYING THE BEARING CAPACITY STATED IN DESIGN NOTES.
- DESIGN NOTES**
- DESIGN LOADINGS:
    - ASD/SD HS-20-44 W/ IMPACT
    - DEPTH OF COVER = 4' - 5'-0"
    - ASSUMED WATER TABLE = BELOW BOTTOM
    - EQUIVALENT FLUID PRESSURE = 45 PCF
    - LATERAL LINE LOAD REQUIREMENT = 80 PCF
    - NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES
    - CONCRETE 28 DAY COMPRESSIVE STRENGTH SHALL BE 5,000 PSI
    - STEEL REINFORCEMENT: REBAR, ASTM A-615, GRADE 60
    - CONCRETE ASTM C-150 SPECIFICATION
    - STORM CAPTURE MODULE TYPE = SYSTEM
    - REQUIRED BASE LAYER DEPTH = 2" SAND BEDDING LAYER
    - REQUIRED NATIVE ALLOWABLE SOLE BEARING PRESSURE = 3,000 PSF
  - REFERENCE STANDARDS:
    - ASTM C 899
    - ASTM 891
    - ASTM C 913
    - LESS THAN 8" OR GREATER THAN 8" OF COVER REQUIRES CUSTOM STRUCTURAL DESIGN AND MAY REQUIRE THICKER SUBGRADE

- INSTALLATION NOTES**
- THE STORM CAPTURE MODULE SYSTEM IS TO BE INSTALLED IN ACCORDANCE WITH ASTM C991. INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES PROJECT PLAN AND SPECIFICATIONS MUST BE FOLLOWED ALONG WITH ANY APPLICABLE REGULATIONS.
- PLAN LINE, GRADE AND ELEVATIONS MUST BE FOLLOWED.
  - WHERE SPECIFIED, AN 8 OZ. NON-WOVEN GEOTEXTILE FABRIC AND WATERPROOF LAYER MUST BE USED AS A SEPARATION LAYER AMONGST THE STORM CAPTURE SYSTEM.
  - WHERE SPECIFIED, A CONTAINMENT MEMBRANE LAYER WITH THE FOLLOWING REQUIREMENTS MUST BE USED: MIN. THICKNESS = 60 MILS. MIN. TENSILE STRENGTH = 400 LBS. WORST DIRECTION (ASTM D5544), MIN. WULFY BURSTING STRENGTH = 1,000 PSI (ASTM D3786), AND MIN. MANUFACTURER'S WARRANTY OF 20 YEARS. WHERE USED AS 8 OZ. NON-WOVEN GEOTEXTILE MUST BE PLACED ON BOTH THE INSIDE AND OUTSIDE OF THE ACTUAL CONTAINMENT MEMBRANE TO PREVENT PUNCTURES.
  - PUNCTURES IN THE CONTAINMENT MEMBRANE MAY ONLY BE MADE WITH SMOOTH WALL PIPES. MAKE PENETRATIONS FOR ALL OUTLETS BEFORE MAKING PENETRATIONS FOR ANY INLETS.
  - ALL STORAGE MATERIALS IF SPECIFIED, MUST BE CLEAN, DRAINABLE, CRUSHED AGGREGATE COMPACTED OR ROLLED TO ACHIEVE 95% STANDARD PROCTOR DENSITY. OLGCASTLE RECOMMENDS SIZE 1.5/0.75 (PER ASTM C33).
  - DESIGNATED BARBED LETTERS MUST BE USED. USE PROPER TIGHTENING TO ASSURE ALL LETTERS ARE EQUALLY ENGAGED WITH A MINIMUM 60 DEGREE ANGLE ON SLOPE AS NOTED AND IN ACCORDANCE WITH OLGCASTLE LIFTING PROCEDURES.
  - MODULES MUST BE PLACED AS CLOSE TOGETHER AS POSSIBLE, AND GAPS SHALL NOT BE GREATER THAN 1/4". ALL EXTERIOR JOINTS SHALL BE COVERED WITH A MIN. 8 JOINT WEEP ON SIDES AND TOP (CS-212 CONCRETE OR EQUIVALENT). IN A CHANNEL DESIGN INSTALL ONE ROW CS-102 CONCRETE (OR EQUIVALENT) BETWEEN PRECAST MODULES.

- AUTHORIZATION SHOULD BE OBTAIN BY THE PROJECT ENGINEER OR DESIGNATED PERSON PRIOR TO PLACEMENT ON SCAFFOLD FOR THE SYSTEM. CARE SHOULD BE TAKEN DURING PLACEMENT OF SCAFFOLD NOT TO DAMAGE MODULES OR JOINT WEEP. SCAFFOLD SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY OR AS SPECIFIED, AND SHOULD NOT BE COMPACTED WITHIN 5" OF MODULES.
- CONSTRUCTION EQUIPMENT EXCEEDING DESIGN LOADING SHALL NOT BE ALLOWED ON STRUCTURE.
- TERMINALTS TO BE KNOCKED OUT AT SPECIFIED LOCATIONS IN FIELD BY OTHERS. SEE SITE LAYOUT FOR LOCATIONS.

**INLETS AND RISERS**

ALL PIPE INLETS SHALL EXTEND INSIDE MODULE A MINIMUM OF 4". PLACE A NON-DRAINING, NON-METALIC GROUT, MIN. 3,000 PSI IN ANNULAR SPACE TO ELIMINATE ALL VIDS.

**STORM CAPTURE MAINTENANCE**

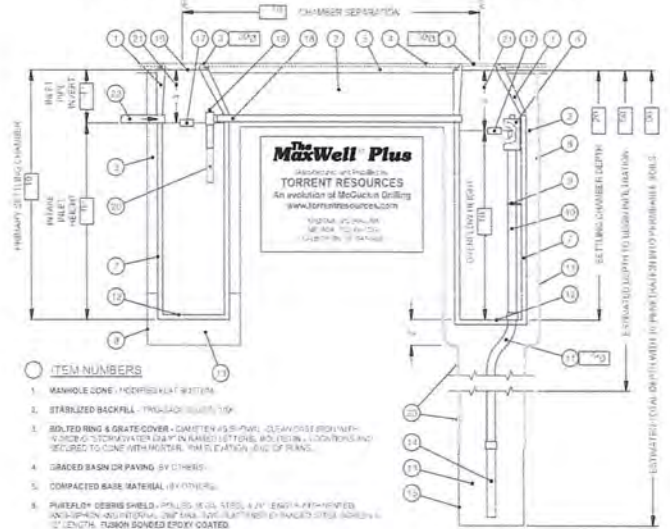
STORM CAPTURE MODULES - SYSTEM INSPECTION AND MAINTENANCE THE STORM CAPTURE SYSTEM EXCEEDS WHERE MOST OTHER SYSTEMS FAIL, INCORPORATING FEATURES PROVIDING FOR MAXIMUM SYSTEM PERFORMANCE AND LIFE CYCLE. THE STORM CAPTURE SYSTEM IS A MAJOR COMPONENT OF THE STORMWATER MANAGEMENT SYSTEM. DESIGN AND FUNCTION OF THE SYSTEM IS THE RESPONSIBILITY OF THE PROJECT ENGINEER. MAINTENANCE OF THE STORM CAPTURE IS VITAL FOR SATISFACTORY PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. PLANET PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. PLANET PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. PLANET PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM.

EXTERNAL INLETS ARE TYPICALLY DEVICES THAT ARE SEPARATE FROM THE STORM CAPTURE MODULES. THESE EXTERNAL DEVICES RECEIVE SITE STORMWATER AND ARE DESIGNED WITH MAINTENANCE ACCESS AND TYPICALLY INCLUDE AN INTERNAL SUMP FOR SEDIMENT CAPTURE. EXTERNAL INLETS MAY RECEIVE SINGLE OR MULTIPLE PIPES AND INCORPORATE AN OPEN GRATED TOP WITH AN OUTFALL PIPE TO THE STORM CAPTURE SYSTEM. GRATED INLETS MAY INCORPORATE PROTECTION DEVICES OR BATTERIES TO CAPTURE FLUSABLES OF THE "FIRST FLUSH" SCHEDULED INSPECTIONS AND MAINTENANCE SHOULD INCLUDE THE REMOVAL OF ANY SEDIMENTATION BUILD-UP. DESIRS OF SEDIMENTATION BUILD-UP SHOULD NOT EXCEED 3" BELOW AN OUTFALL ELEVATION. INTERNAL COMPONENTS CAN BE INCORPORATED FOR PRE-TREATMENT. MANUFACTURER RECOMMENDATIONS SHOULD BE FOLLOWED. SCHEDULED MAINTENANCE AND INSPECTION WILL INCLUDE REMOVAL OF DEBRIS BY MANUAL OR MECHANICAL MEANS.

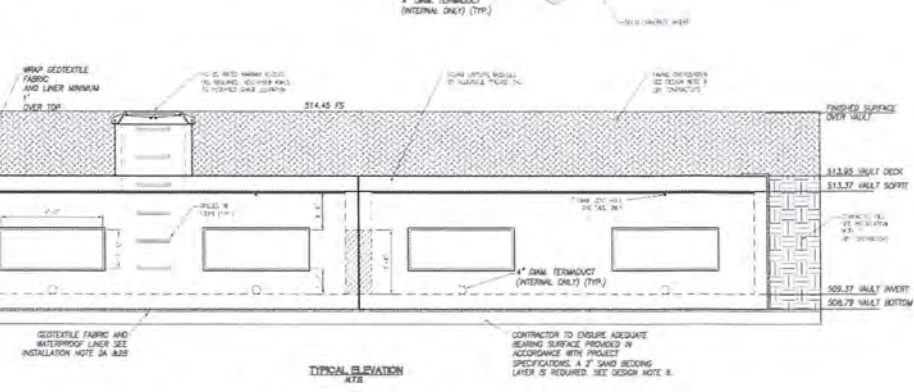
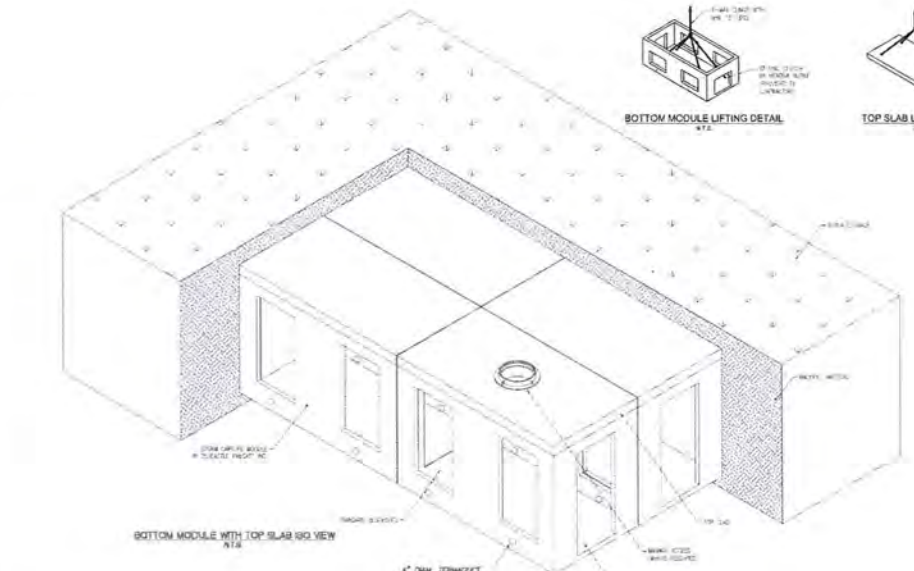
MAINTENANCE MODULES (MM'S) ARE OPTIONAL INTERNAL CONTROL MODULES BASED ON DESIGN PREFERENCE. MM'S ARE MODULES WITH ROOM MAINTENANCE ACCESS DRINGS AND PROVIDE THE PRIMARY MEANS OF ACCESS TO THE SYSTEM FOR SCHEDULED INSPECTION AND MAINTENANCE. IN ADDITION, MM'S CAN INCORPORATE WEIRS ON BATTERIES TO ENHANCE REDUCTION OF TOTAL SUSPENDED SOLIDS (TSS) FROM THE STORMWATER. PLACEMENT OF INTERNAL COMPONENTS MUST BE PART OF THE SYSTEM ENGINEERING AND DESIGN. GRATED INLETS CAN BE INCORPORATED TO ACCOMMODATE SURFACE STORMWATER FLOWS INTO THE STORM CAPTURE AND MAY INCLUDE AN INLET PROTECTION DEVICE. SCHEDULED INSPECTION AND MANUFACTURER RECOMMENDATIONS FOR MAINTENANCE SHOULD BE FOLLOWED.

STANDARD STORM CAPTURE MODULE DESIGN INCORPORATES "WINDOWS" TO ACCOMMODATE INTERNAL STORMWATER CONFORMANCE BETWEEN MODULES. STANDARD PLACEMENT IS 12" ABOVE THE INTERNAL MODULE INLETS. ANY SEDIMENT AND DEBRIS BUILD-UP OVER 1" INSIDE A MODULE SHOULD BE REMOVED BY MANUAL OR MECHANICAL MEANS. REMOVAL BY VACUUM IS RECOMMENDED.

**Modified MaxWell Plus Drainage System Detail And Specifications**



- MANHOLE COVER - PREPARED BY OTHERS
- STABILIZED BACKFILL - PROGRADE SUBGRADE TOP
- ADAPTED RING & GRATE COVER - COME WITH 1/4\"/>



STORM CAPTURE SC1 VAULT DETAILS - 4' INSIDE DEPTH

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**SOUTH BASIN STORMWATER DETAIL**

GRAPHIC SCALE IN FEET

SITE DEVELOPMENT PERMIT SUBMITTAL

**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

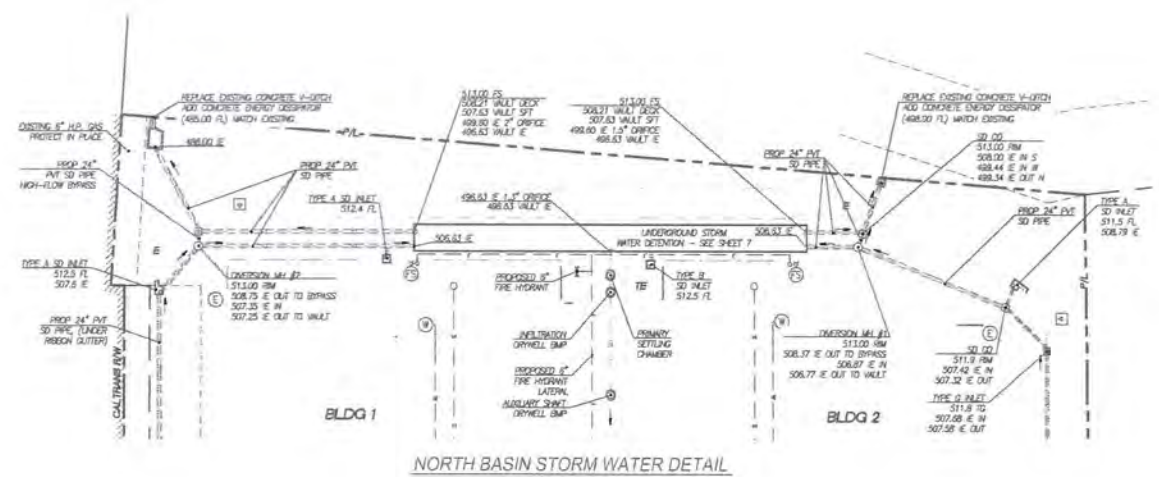
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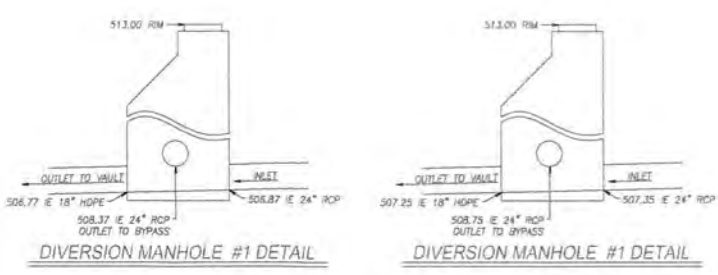
August 30, 2016



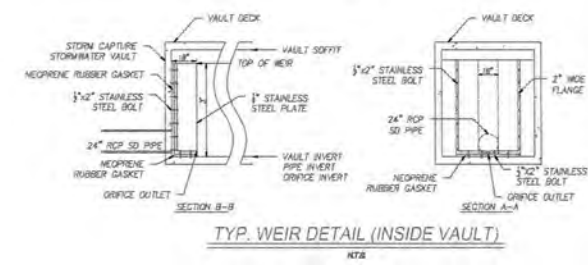




NORTH BASIN STORM WATER DETAIL

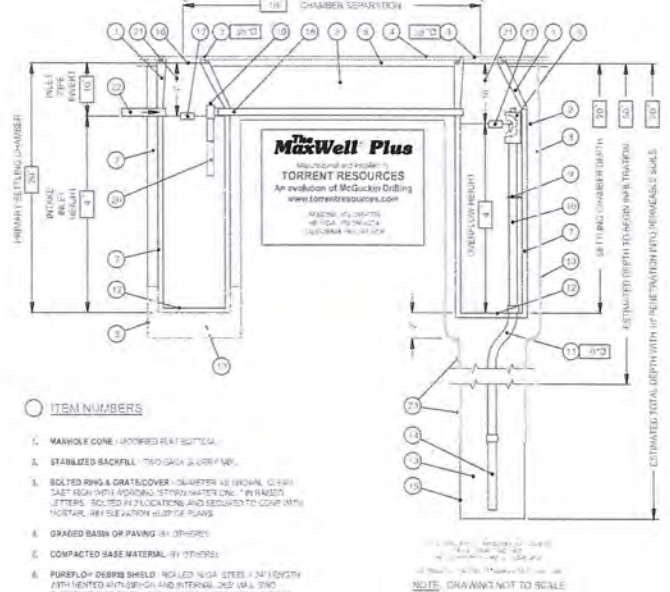


DIVERSION MANHOLE #1 DETAIL

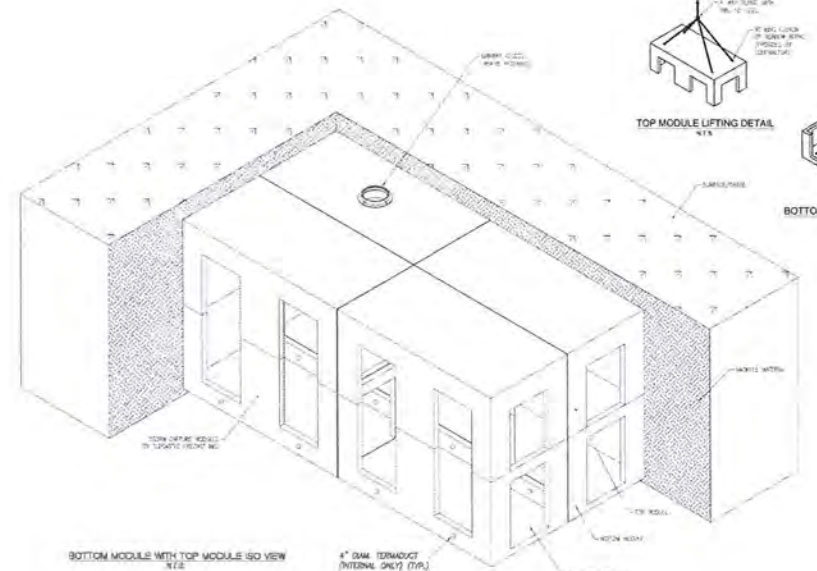


TYP. WEIR DETAIL (INSIDE VAULT)

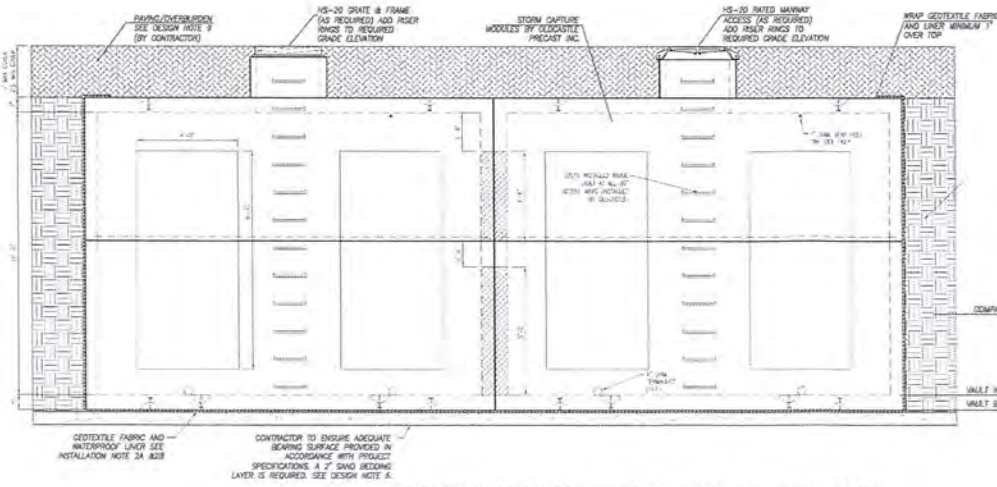
Modified MaxWell Plus Drainage System Detail And Specifications



- ITEM NUMBERS
- 1. MANHOLE GONE - UNBUILT
- 2. STABILIZED BACKFILL - 120-200 GRAIN QUARTZ SAND
- 3. BOLTED RING & GRATE COVER - 1/2" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. BOLTS AND NUTS TO BE PLACED TO COVER WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 4. GRADED BASE OR PAVING BY OTHERS
- 5. COMPACTED BASE MATERIAL BY OTHERS
- 6. PAPER-LINER DESIGN SHEET - 1/2" THICK POLYETHYLENE TEREPHTHALATE (PET) WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 7. PRE-CAST LAYER - 1/2" THICK CONCRETE WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 8. 1/2" DIA. DRILLED SHAFT
- 9. SUPPORT BRACKET - 1/2" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 10. OVERFLOW PIPE - 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 11. DRAINAGE PIPE - 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 12. BASE SEAL - CONCRETE SURFACE
- 13. ROCK CLEAN AND ASBESTOS FREE TO 1/2" DIA. HOLES
- 14. FLOATED DRAINAGE SCREEN - 1/2" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 15. 1/2" DIA. DRILLED SHAFT - 1/2" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 16. FABRIC SEAL - 1/2" THICK CONCRETE SURFACE TO BE REMOVED BY CONTRACTOR AT INLET COMPLIANCE
- 17. ASBESTOS - 1/2" THICK CONCRETE SURFACE TO BE REMOVED BY CONTRACTOR AT INLET COMPLIANCE
- 18. CONNECTOR PIPE - 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 19. VENTED AIR-SPRING INTAKE WITH FLOW REGULATOR
- 20. DRAIN SCREEN - 1/2" THICK ALUMINUM OR STAINLESS STEEL WITH 1/2" DIA. HOLES AND 1/2" DIA. HOLES TO BE COVERED WITH 1/2" DIA. 1/4" THICK ALUMINUM OR STAINLESS STEEL PLATE
- 21. FREEBOARD DEPTH VARIES WITH INLET PIPE DIAMETER. MINIMUM FREEBOARD DEPTH SHALL BE 1/2" ABOVE THE INLET PIPE TOP. SEE NOTE 22 FOR DETAILS.
- 22. OPTIONAL INLET PIPE BY OTHERS
- 23. NON-WOVEN GEOTEXTILE SLEEVE - 1/2" THICK CONCRETE SURFACE TO BE REMOVED BY CONTRACTOR AT INLET COMPLIANCE



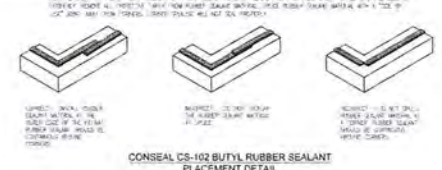
BOTTOM MODULE WITH TOP MODULE 3D VIEW



STORM CAPTURE SC2 VAULT DETAILS - 11' INSIDE DEPTH



STORM CAPTURE PLAN VIEW



CONSOLE CS-102 BUTYL RUBBER SEALANT PLACEMENT DETAIL

**GENERAL NOTES**  
 THE STORM CAPTURE SYSTEM BY OLOGCASTLE PRECAST IS PART OF THE STORMWATER MANAGEMENT SYSTEM FOR THE RESPECTIVE SITE, AS PREPARED BY THE PROJECT DESIGN ENGINEER. IT IS THE RESPONSIBILITY OF THE DESIGN ENGINEER TO DETERMINE DESIGN FLOW RATES, PRE-TREATMENT AND POST-TREATMENT REQUIREMENTS, STORAGE VOLUME, AND ENSURE THE FINAL DESIGN MEETS ALL COMPLIANCE AND STORAGE REQUIREMENTS. SYSTEM DESIGN AND TYPE, SOIL ANALYSIS, DRAINAGE REQUIREMENTS, COVER HEIGHT AND MODULE SIZE DETERMINE THE FOUNDATION TYPE AND REQUIREMENTS AS STATED HEREIN. ANY VARIATIONS FOUND DURING CONSTRUCTION FROM THE SITE AND SYSTEM ANALYSIS MUST BE REPORTED TO THE PROJECT DESIGN ENGINEER. THE PROJECT DESIGN ENGINEER IS RESPONSIBLE FOR OBTAINING A GEOTECHNICAL ENGINEERING REPORT VERIFYING THE BEARING CAPACITY STATED IN DESIGN NOTES.

**DESIGN NOTES**  
 1. DESIGN LOADINGS:  
 A. ASSUMED HS-20-44 W/ IMPACT  
 B. DEPTH OF COVER = 4' - 5' 0"  
 C. ASSUMED WATER TABLE = BELOW BOTTOM  
 D. EQUIVALENT FLUID PRESSURE = 45 PCF  
 E. LATERAL LOAD SURCHARGE = 30 PCF  
 F. NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES  
 G. CONCRETE 28 DAY COMPRESSIVE STRENGTH SHALL BE 5000 PSI  
 H. STEEL REINFORCEMENT: REBAR, ASTM A-615, GRADE 60  
 I. CONCRETE: ASTM C-150 SPECIFICATION  
 J. STORM CAPTURE MODULE TYPE = DETENTION  
 K. REQUIRED BASE LAYER DEPTH = 2" SAND BEDDING LAYER  
 L. REQUIRED NATIVE ALLOWABLE SOIL BEARING PRESSURE = 1,000 PSF (SEE GEOTECHNICAL REPORT)  
 M. ASTM C 890  
 N. ASTM C 891  
 O. ASTM C 913  
 P. LESS THAN 8" OR GREATER THAN 3" OF COVER REQUIRES CUSTOM STRUCTURAL DESIGN AND ANALYSIS BY REGISTERED STRUCTURAL ENGINEER

**INSTALLATION NOTES**  
 THE STORM CAPTURE SYSTEM IS TO BE INSTALLED IN ACCORDANCE WITH ASTM D591, INSTALLATION OF UNDERGROUND PRECAST STRUCTURES. PROJECT PLAN AND SPECIFICATIONS MUST BE FOLLOWED ALONG WITH ANY APPLICABLE REGULATIONS.  
 1. PLAN LINE, GRADE AND ELEVATIONS MUST BE FOLLOWED.  
 2. A. WHERE SPECIFIED, AN 8 OZ. NON-WOVEN GEOTEXTILE FABRIC AND WATERPROOF LAYER MUST BE USED AS A SEPARATION LAYER AROUND THE STORM CAPTURE SYSTEM.  
 B. WHERE SPECIFIED, A CONTAINMENT MEMBRANE LAYER WITH THE FOLLOWING REQUIREMENTS MUST BE USED: MIN. THICKNESS = 40 MILS, MIN. TENSILE STRENGTH = 100 LBS PER INCH (ASTM D5511), MIN. MULLION BURSTING STRENGTH = 1000 PSI (ASTM D3776), AND MIN. MANUFACTURER'S WARRANTY OF 20 YEARS. WHERE NOT SPECIFIED, USE AN 8 OZ. NON-WOVEN GEOTEXTILE MUST BE PLACED ON BOTH THE INSIDE AND OUTSIDE OF THE ACTUAL CONTAINMENT MEMBRANE TO PREVENT PUNCTURES.

3. PENETRATIONS IN THE CONTAINMENT MEMBRANE MAY ONLY BE MADE WITH SMOOTH WALL PIPES. MAKE PENETRATIONS FOR ALL OUTLETS BEFORE MAKING PENETRATIONS FOR ANY INLETS.  
 4. ALL SUBGRADE MATERIALS IF SPECIFIED MUST BE CLEAN, DRAINABLE, CRUSHED AGGREGATE COMPACTED OR ROLLED TO ACHIEVE 95% STANDARD PROCTOR DENSITY. OLOGCASTLE RECOMMENDS SIZE 5/8" OR 3/4" (PER ASTM C33).  
 5. DESIGNATED EMBEDDED LIFTERS MUST BE USED. USE PROPER BRIDGING TO ASSURE ALL LIFTERS ARE EQUALLY SPACED WITH A MINIMUM 60 DEGREE ANGLE ON SLOPES AS NOTED AND IN ACCORDANCE WITH OLOGCASTLE LIFTING PROCEDURES.  
 6. MODULES MUST BE PLACED AS CLOSE TOGETHER AS POSSIBLE, AND GAPS SHALL NOT BE GREATER THAN 1/4". ALL EXTERIOR SYSTEM JOINTS SHALL BE COVERED WITH A MIN. 1/2" JOINT WRAP ON SIDES AND TOP (CS-212 CONSOLE OR EQUIVALENT). IN A CLAMSHED DESIGN, INSTALL ONE ROW (CS-102 CONSOLE OR EQUIVALENT) BETWEEN PRECAST PIECES.  
 7. AUTHORIZATION SHOULD BE GIVEN BY THE PROJECT ENGINEER OR DESIGNATED PERSON PRIOR TO PLACEMENT ON BACKFILL. FOR THE SYSTEM, CARE SHOULD BE TAKEN DURING PLACEMENT OF BACKFILL NOT TO DISPLACE MODULES OR JOINT WRAP. BACKFILL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY OR AS SPECIFIED, AND SHOULD NOT BE COMPACTED WITHIN 5" OF MODULE.  
 8. CONSTRUCTION EQUIPMENT EXCEEDING DESIGN LOADING SHALL NOT BE ALLOWED ON STRUCTURE.  
 9. TERMINOLOGY TO BE KNOCKED OUT AT SPECIFIED LOCATIONS IN FIELD BY OTHERS. SEE SITE LAYOUT FOR LOCATIONS.

**INLETS AND RISERS:**  
 ALL PIPE INLETS SHALL EXTEND INSIDE MODULES A MINIMUM OF 4". PLACE A NON-SHARP, NON-METALLIC GROUND, MAX. 1,000 PSI IN ANNUAL SPACE TO ELIMINATE ALL VOIDS.

**STORM CAPTURE MAINTENANCE:**  
 STORM CAPTURE MODULE - SYSTEM INSPECTION AND MAINTENANCE THE STORM CAPTURE SYSTEM EXCEEDS WHERE MOST OTHER SYSTEMS FAIL, INCORPORATING FEATURES PROVIDING FOR MAXIMUM SYSTEM PERFORMANCE AND LIFE CYCLE. THE STORM CAPTURE SYSTEM IS A MAJOR COMPONENT OF THE STORMWATER MANAGEMENT SYSTEM. DESIGN AND FUNCTION OF THE SYSTEM IS THE RESPONSIBILITY OF THE PROJECT ENGINEER. MAINTENANCE OF THE STORM CAPTURE IS VITAL FOR SATISFACTORY PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. LOCAL, STATE AND FEDERAL REGULATIONS, ALONG WITH OLOGCASTLE AND ANY INCORPORATED DESIGN MANUFACTURER RECOMMENDATIONS MUST BE FOLLOWED FOR SYSTEM COMPLIANCE. STORM CAPTURE DESIGN PROVIDES MANWAY ACCESS FOR EASE OF INSPECTION AND DEBRIS REMOVAL. IF REQUIRED, FLUSHING, WHICH CAN CAUSE PARTICLE DISPLACEMENT, UNDERMINING, AND INTERNAL DISTURBANCE, IS NOT RECOMMENDED FOR GRAVEL FOUNDATION, OPEN BOTTOM SYSTEMS. FLUSHING IS ACCEPTABLE IN SYSTEMS WITH CONCRETE BASES. INLET CONTROLS, INTERNAL OR EXTERNAL, ARE RECOMMENDED FOR CONTROLLING, MONITORING, AND MAINTAINING THE STORM CAPTURE SYSTEM.  
 EXTERNAL INLETS ARE TYPICALLY DEVICES THAT ARE SEPARATE FROM THE STORM CAPTURE MODULES. THESE EXTERNAL DEVICES RECEIVE SITE STORMWATER AND ARE DESIGNED WITH MANWAY ACCESS FOR MAINTENANCE AND TYPICALLY INCLUDE AN INTERNAL SWAMP FOR SEDIMENT CAPTURE. EXTERNAL INLETS MAY RECEIVE SINGLE OR MULTIPLE INLETS AND INCORPORATE AN OPEN GRADED TOP WITH AN OUTLET PIPE TO THE STORM CAPTURE SYSTEM. GRADED INLETS MAY INCORPORATE PROTECTION DEVICES OR Baffles TO CAPTURE FLOTTABLES OR "FIRST FLUSH". SCHEDULED INSPECTIONS AND MAINTENANCE SHOULD INCLUDE THE REMOVAL OF ANY SEDIMENTATION BUILD-UP, DEBRIS OR SEDIMENTATION BUILD-UP SHOULD NOT EXCEED 1" BELOW AN OUTLET ELEVATION. INTERNAL COMPONENTS CAN BE INCORPORATED FOR PRE-TREATMENT. MANUFACTURER RECOMMENDATIONS SHOULD BE FOLLOWED. SCHEDULED MAINTENANCE AND INSPECTION WILL INCLUDE REMOVAL OF DEBRIS BY MANUAL OR MECHANICAL MEANS.

**MAINTENANCE MODULES (MM'S)** ARE OPTIONAL INTERNAL CONTROL MODULES BASED ON DESIGN PREFERENCE. MM'S ARE MODULES WITH ROOF MANWAY ACCESS DEVICES AND PROVIDE THE PRIMARY MEANS OF ACCESS TO THE STORM CAPTURE SYSTEM FOR SCHEDULED INSPECTION AND MAINTENANCE. IN ADDITION, MM'S CAN INCORPORATE WEIRS OR Baffles TO ENHANCE REDUCTION OF TOTAL SUSPENDED SOLIDS (TSS) FROM THE STORMWATER. DESIGN AND FUNCTION OF THE MM'S MUST BE PART OF THE ACCOMPANYING SURFACE STORMWATER DESIGN. GRADED INLETS CAN BE INCORPORATED TO ACCOMMODATE SURFACE STORMWATER FLOWS INTO THE STORM CAPTURE AND MAY INCLUDE AN INLET PROTECTION DEVICE. SCHEDULED INSPECTION AND MANUFACTURER RECOMMENDATIONS FOR MAINTENANCE SHOULD BE FOLLOWED.

STANDARD STORM CAPTURE MODULE DESIGN INCORPORATES "WINDOWS" TO ACCOMMODATE INTERNAL STORMWATER CONNECTION BETWEEN MODULES. STANDARD PLACEMENT IS 1/2" ABOVE THE INTERNAL MODULE INVERT. ANY SEDIMENT AND DEBRIS BUILD-UP OVER 1" INSIDE A MODULE SHOULD BE REMOVED BY MANUAL OR MECHANICAL MEANS. REMOVAL BY VACUUM IS RECOMMENDED.

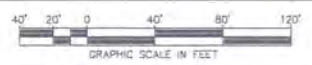


**PASCO LARET SUITER & ASSOCIATES**  
 CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING  
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**NORTH BASIN STORMWATER DETAIL**

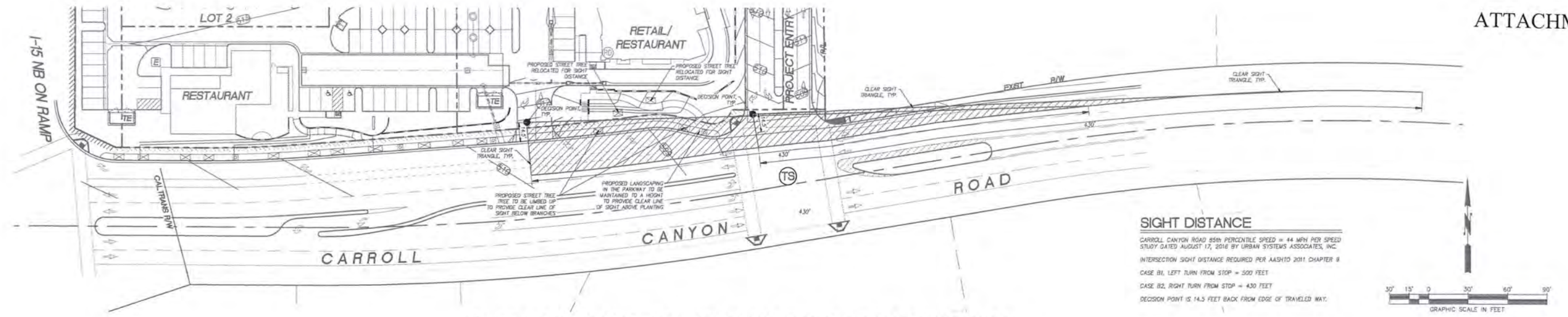


**Carroll Canyon Mixed-Use**  
 9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

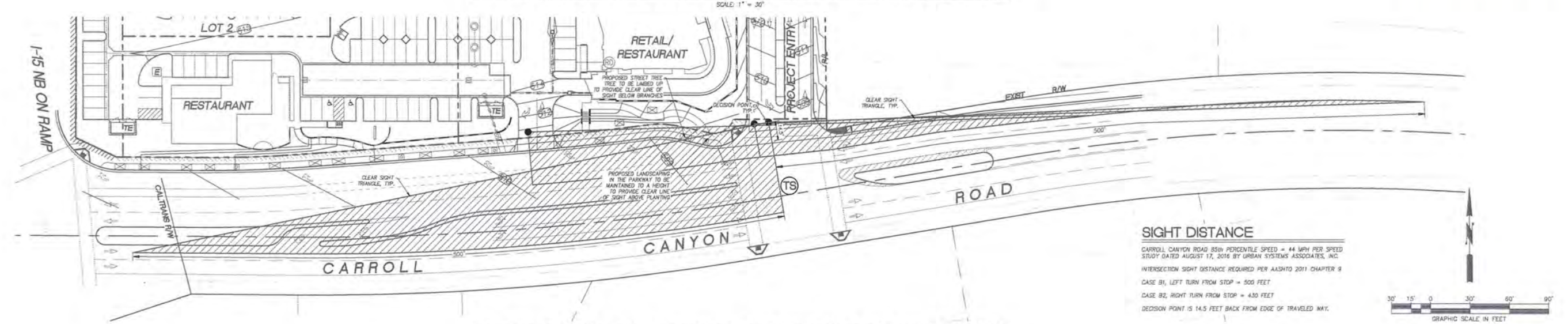
SITE DEVELOPMENT PERMIT SUBMITTAL

2014.10199  
**C 1.6**  
 August 30, 2016

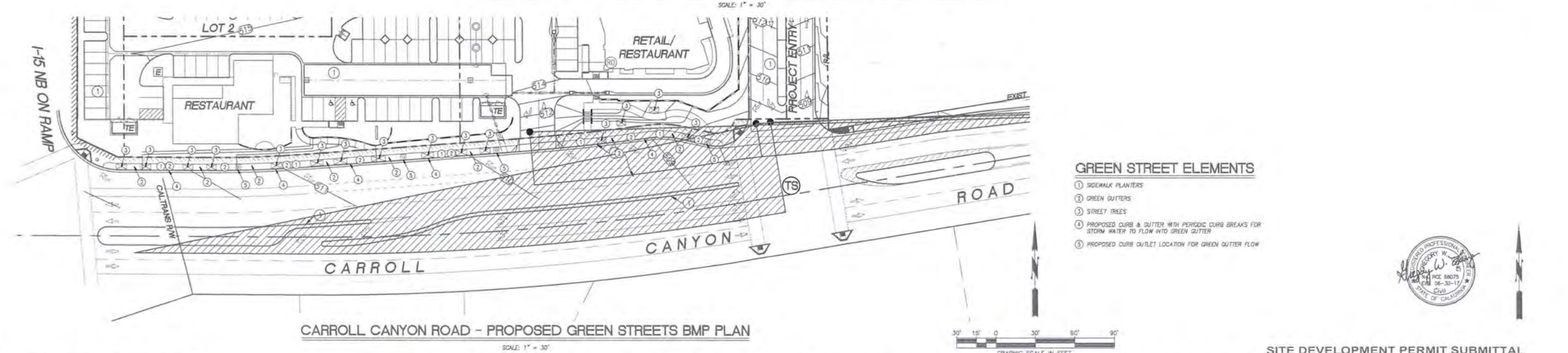




CARROLL CANYON ROAD - PROPOSED RIGHT TURN MOVEMENT SIGHT DISTANCE



CARROLL CANYON ROAD - PROPOSED LEFT TURN MOVEMENT SIGHT DISTANCE



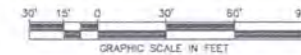
CARROLL CANYON ROAD - PROPOSED GREEN STREETS BMP PLAN

**PASCO LARET SUITER & ASSOCIATES**  
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**SIGHT DISTANCE & GREEN STREETS BMP PLAN**



SITE DEVELOPMENT PERMIT SUBMITTAL

**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199 **C 1.7**

August 30, 2016





# FIRE PLAN

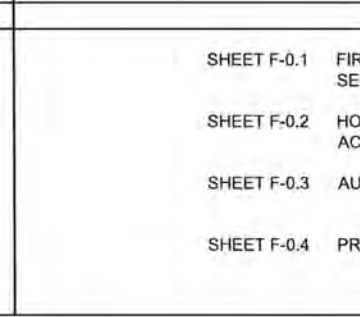
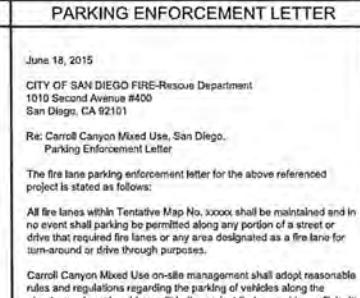
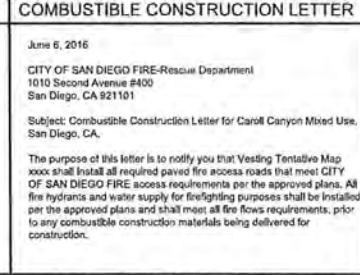
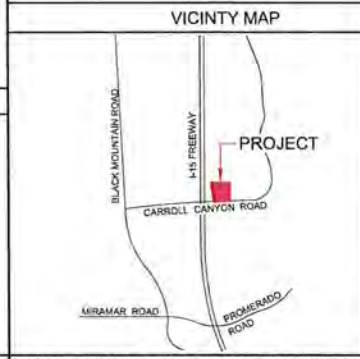
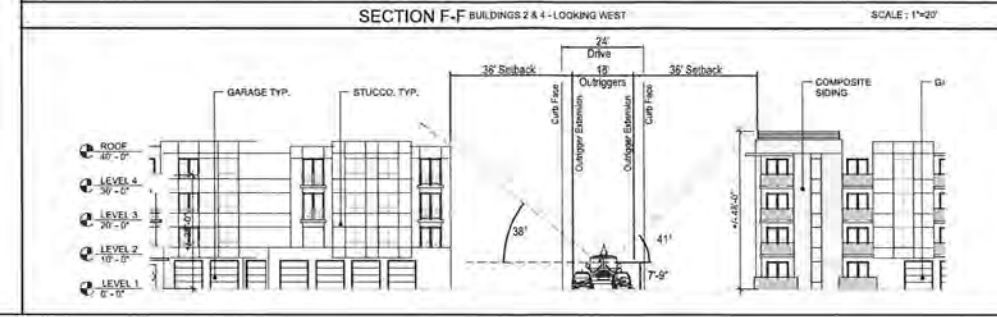
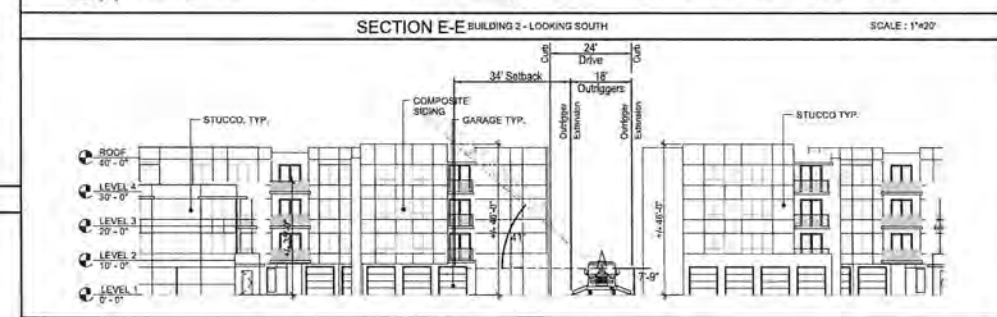
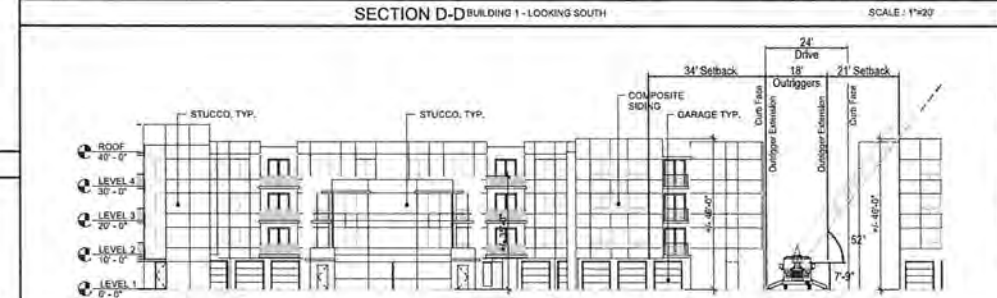
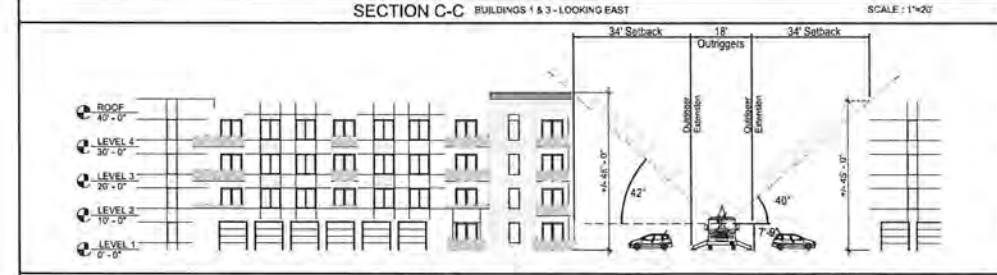
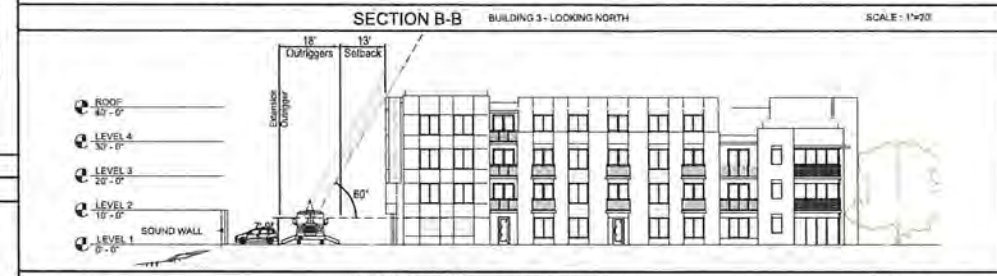
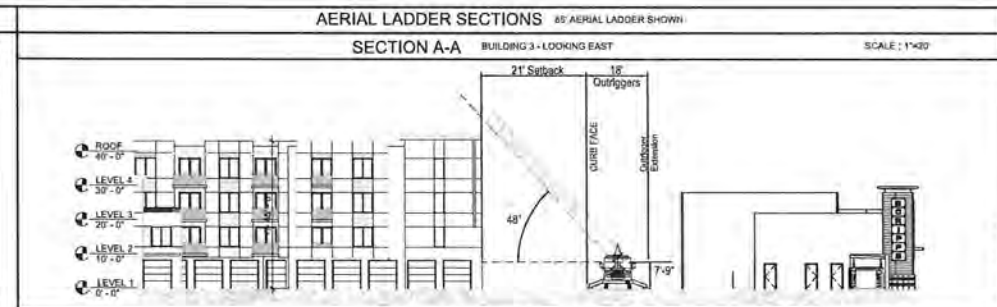
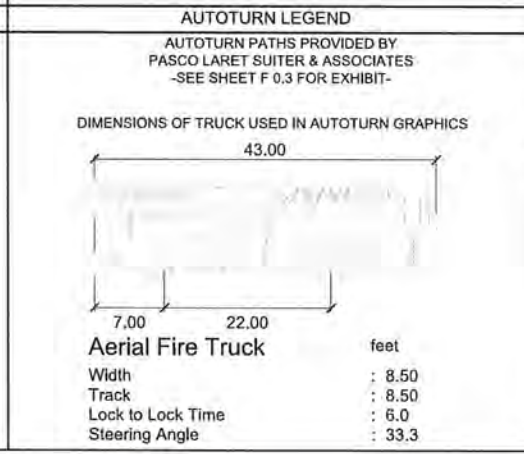
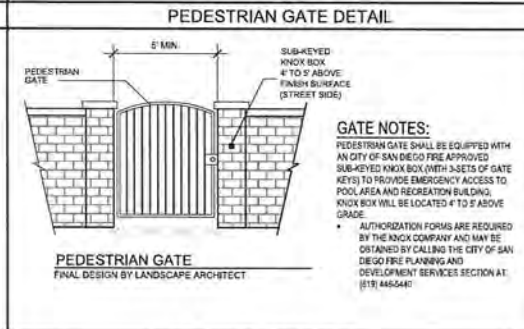
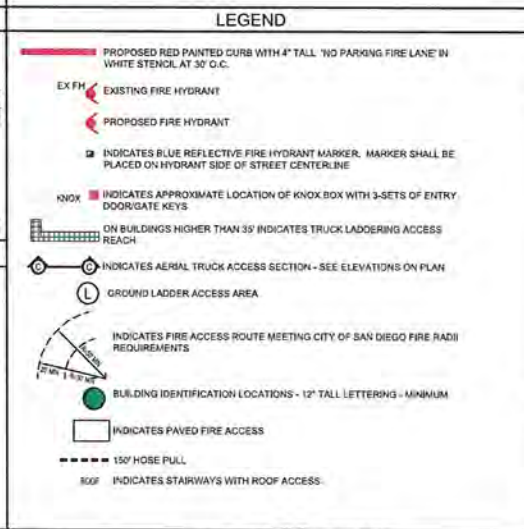
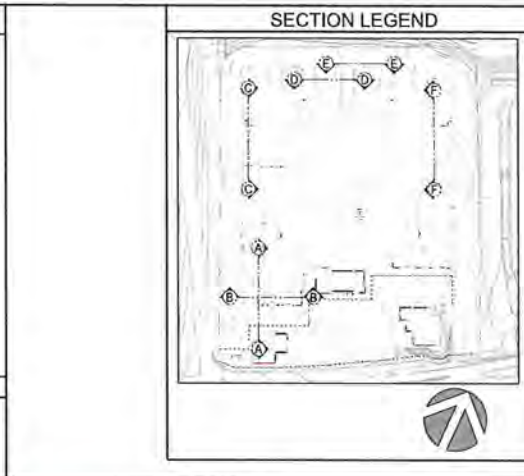
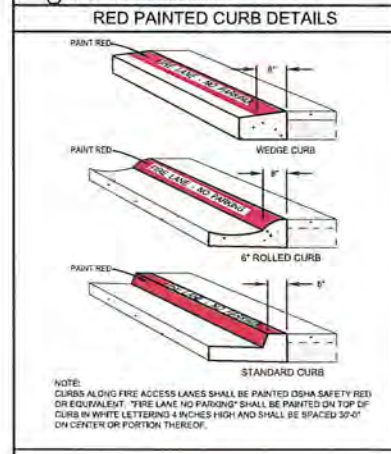
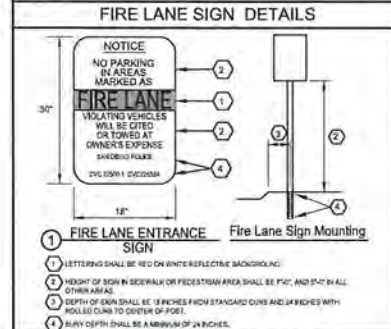
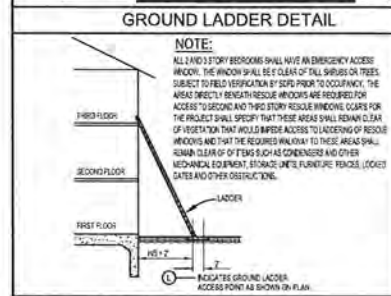
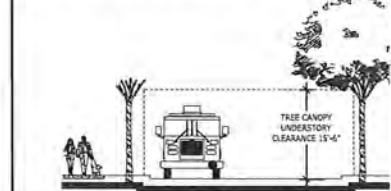
## CARROLL CANYON MIXED-USE

### 9850 CARROLL CANYON ROAD CITY OF SAN DIEGO

BUILDING SUMMARY	
ALL BUILDINGS WILL BE EQUIPPED WITH AUTOMATIC FIRE SPRINKLERS	
BUILDING / CONSTRUCTION TYPE / HEIGHT / SIZE / FIRE FLOW & DURATION:	
<b>RETAIL A</b> TYPE V-B / 1-STORY / 30' MAXIMUM 3,600 S.F. FIRE FLOW: 1,800 GPM / 2 HOURS	<b>RESIDENTIAL BUILDING 1</b> TYPE V-A / 4-STORY / 50' MAXIMUM 78,400 S.F. FIRE FLOW: 2,500 GPM / 4 HOURS
<b>RETAIL B</b> TYPE V-B / 1-STORY / 30' MAXIMUM 3,600 S.F. FIRE FLOW: 1,500 GPM / 2 HOURS	<b>RESIDENTIAL BUILDING 2</b> TYPE V-A / 4-STORY / 50' MAXIMUM 70,300 S.F. FIRE FLOW: 2,375 GPM / 4 HOURS
<b>RESTAURANT</b> TYPE V-B / 1-STORY 8,600 S.F. FIRE FLOW: 1,500 GPM / 2 HOURS	<b>RESIDENTIAL BUILDING 3</b> TYPE V-A / 4-STORY / 50' MAXIMUM 77,400 S.F. FIRE FLOW: 2,500 GPM / 4 HOURS
	<b>RESIDENTIAL BUILDING 4</b> TYPE V-A / 4-STORY / 50' MAXIMUM 77,400 S.F. FIRE FLOW: 2,500 GPM / 4 HOURS
	<b>RESIDENTIAL BUILDING 5</b> TYPE V-A / 3-STORY / 38' MAXIMUM 22,500 S.F. FIRE FLOW: 1,500 GPM / 2 HOURS
	<b>RESIDENTIAL BUILDING 6 (BLEASING/GYM)</b> TYPE V-A / 1-STORY / 38' MAXIMUM 3,200 S.F. FIRE FLOW: 1,500 GPM / 2 HOURS

**FIRE FLOW INFORMATION**

FIRE FLOW OF 2,750 GPM / 4 HOURS FOR THE LARGEST BUILDING OF 97,600 SF WITH TYPE VA CONSTRUCTION WILL BE PROVIDED BY THE PROPOSED WATER SYSTEM. FIELD VERIFICATION OF FIRE FLOW OF 2,750 GPM AT 120 PSI FOR A 4-HOUR DURATION SHALL BE REQUIRED PRIOR TO PRECISE GRADE PERMIT



**SHEET LEGEND**

SHEET F-0.1	FIRE NOTES, LETTERS, DETAILS, AERIAL LADDER SECTIONS
SHEET F-0.2	HOSE PULLS, STANDPIPES, GROUND / AERIAL LADDER ACCESS FIRE LANE IDENTIFICATION, HYDRANTS
SHEET F-0.3	AUTOTURN FIRE ACCESS PLAN
SHEET F-0.4	PRIVATE FIRE LINE, FIRE HYDRANT 300' RADIUS EXHIBIT

**Carroll Canyon Mixed-Use**  
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
**F 0.1**  
2014.10199  
August 30, 2016

PREPARED BY:

**firesafe**  
302 N. EL CAMINO REAL, SUITE 202  
SAN CLEMENTE, CA 92672  
(949) 240-9511

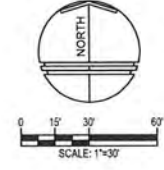
**Sudberry Properties**  
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San Diego, CA 92121-4714  
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**Fire Access Plan**

FIRE NOTES, LETTERS, DETAILS, AERIAL LADDER SECTIONS



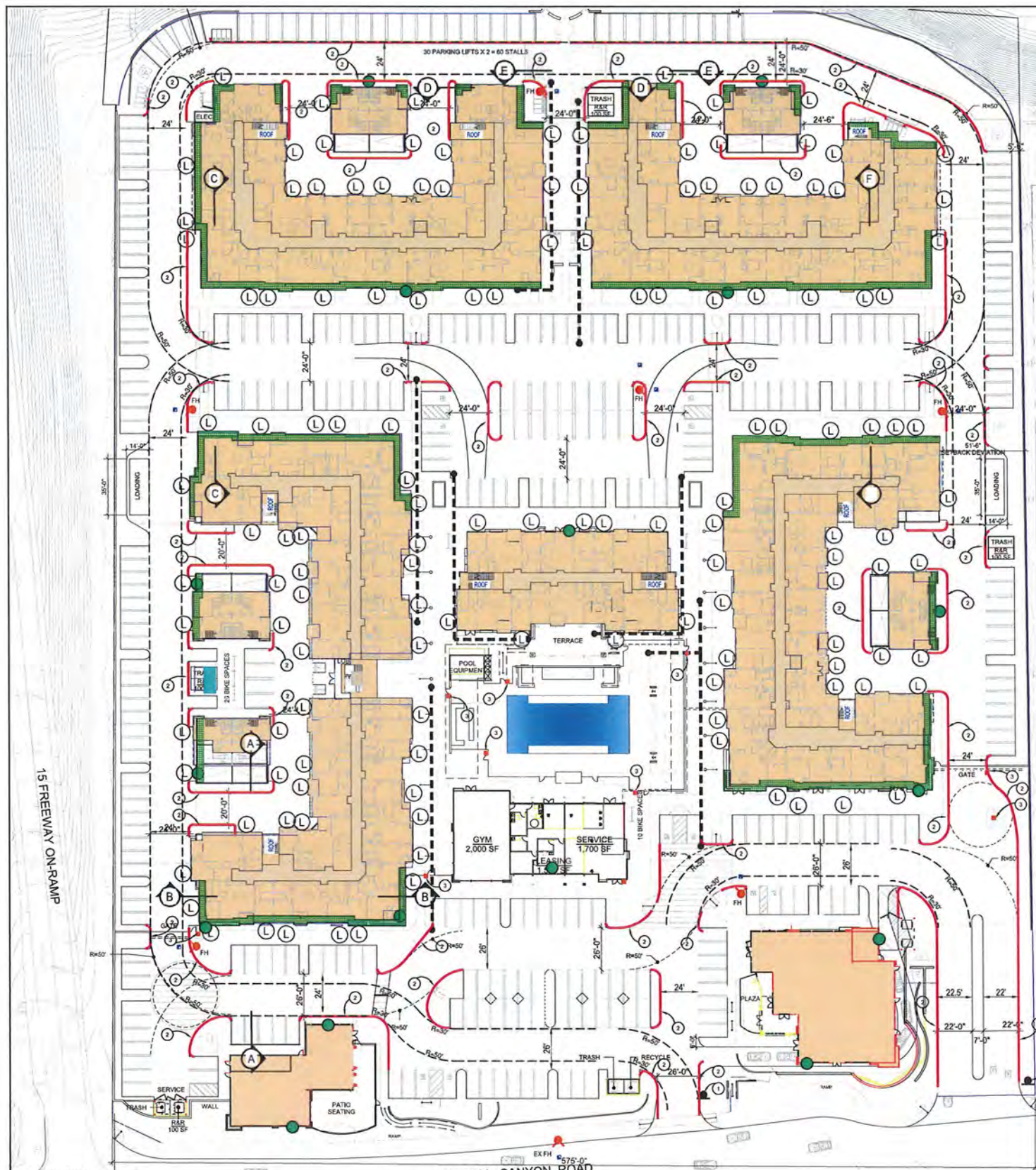
# FIRE ACCESS PLAN



- CONSTRUCTION NOTES**
1. INSTALL "ENTRANCE" FIRE LANE SIGN PER DETAIL, SHEET F-0.1.
  2. PAINT RED CURB WITH 4" WHITE "NO PARKING FIRE LANE" AT 30' O.C. PER DETAIL, SHEET F-01.
  3. INSTALL KNOX BOX WITH KEYS FOR ACCESS DOORS MOUNT BOX LESS THAN 7' ABOVE FINISHED FLOOR AT BUILDING ENTRY, OR KNOX KEY SWITCH AT MOTORIZED GATE. - SEE FPB POLICY K-09-2

- LEGEND**
- PROPOSED RED PAINTED CURB WITH 4" TALL "NO PARKING FIRE LANE" IN WHITE STENCIL AT 30' O.C.
  - EX FH EXISTING FIRE HYDRANT
  - FH PROPOSED FIRE HYDRANT
  - INDICATES BLUE REFLECTIVE FIRE HYDRANT MARKER. MARKER SHALL BE PLACED ON HYDRANT SIDE OF STREET CENTERLINE
  - KNOX INDICATES APPROXIMATE LOCATION OF KNOX BOX WITH 3-SETS OF ENTRY DOOR/GATE KEYS
  - ON BUILDINGS HIGHER THAN 35' INDICATES TRUCK LADDERING ACCESS REACH
  - INDICATES AERIAL TRUCK ACCESS SECTION - SEE ELEVATIONS ON SHEET F-0.1
  - GROUND LADDER ACCESS AREA
  - INDICATES FIRE ACCESS ROUTE MEETING CITY OF SAN DIEGO FIRE RADI REQUIREMENTS
  - BUILDING IDENTIFICATION LOCATIONS - 12" TALL LETTERING - MINIMUM
  - INDICATES PAVED FIRE ACCESS
  - 150' HOSE PULL
  - INDICATES STAIRWAYS WITH ROOF ACCESS

- SHEET LEGEND**
- SHEET F-0.1 FIRE NOTES, LETTERS, DETAILS, AERIAL LADDER SECTIONS
  - SHEET F-0.2 HOSE PULLS, STANDPIPES, GROUND / AERIAL LADDER ACCESS FIRE LANE IDENTIFICATION, HYDRANTS
  - SHEET F-0.3 AUTOTURN FIRE ACCESS PLAN
  - SHEET F-0.4 PRIVATE FIRE LINE, FIRE HYDRANT 300' RADIUS EXHIBIT



NO EXISTING HYDRANTS WITHIN 600' OF WEST PROPERTY LINE

CARROLL CANYON ROAD  
EXISTING PAVED FIRE ACCESS

PREPARED BY:  
**firesafe**  
PLANNING SOLUTIONS  
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## Fire Access Plan

HOSE PULLS, STANDPIPES, GROUND / AERIAL LADDER ACCESS, FIRE LANE IDENTIFICATION, HYDRANTS

## Carroll Canyon Mixed-Use

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

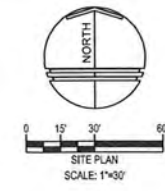
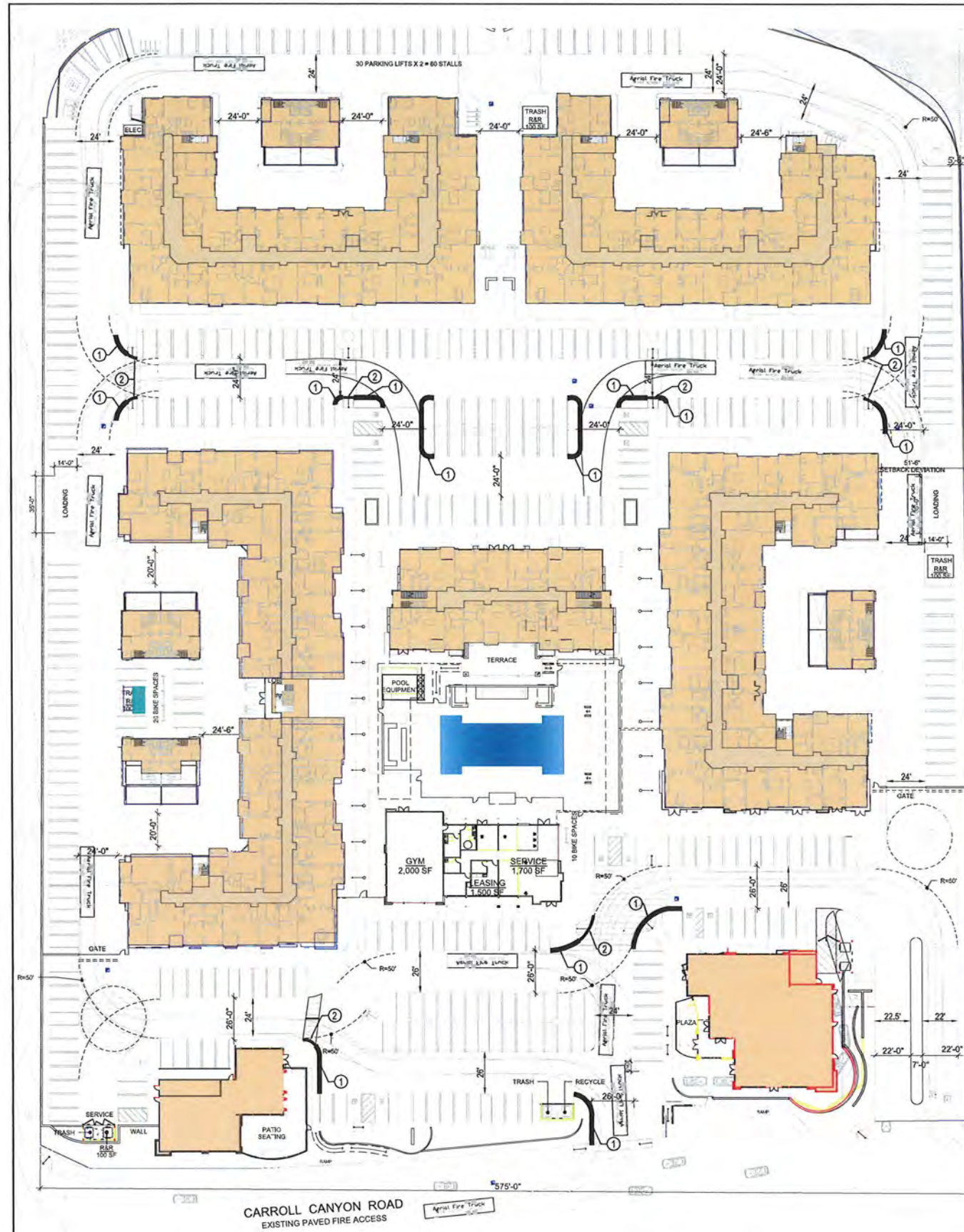
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2014.10199

August 30, 2016



# AUTOTURN EXHIBIT



**AUTOTURN LEGEND**

AUTOTURN PATHS PROVIDED BY PASCO LARET SUITER & ASSOCIATES

DIMENSIONS OF TRUCK USED IN AUTOTURN GRAPHICS

Aerial Fire Truck	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

- LEGEND**
- ① ——— INDICATES ROLLED CURB
  - ② ——— INDICATES 0" CURB

SHEET LEGEND	
SHEET F-0.1	FIRE NOTES, LETTERS, DETAILS, AERIAL LADDER SECTIONS
SHEET F-0.2	HOSE PULLS, STANDPIPES, GROUND / AERIAL LADDER ACCESS FIRE LANE IDENTIFICATION, HYDRANTS
SHEET F-0.3	AUTOTURN FIRE ACCESS PLAN
SHEET F-0.4	PRIVATE FIRE LINE, FIRE HYDRANT 300' RADIUS EXHIBIT

CIVIL ENGINEER / AUTOTURN DESIGN:  
**PASCO LARET SUITER & ASSOCIATES**  
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## Fire Access Plan

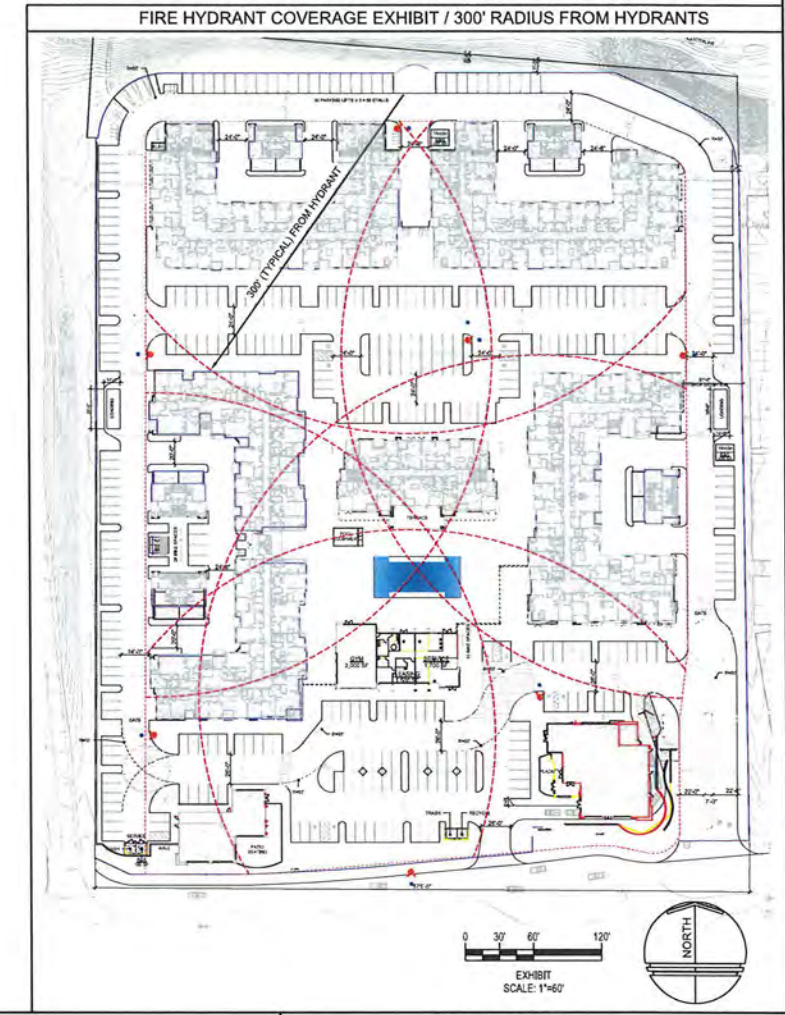
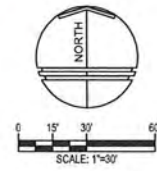
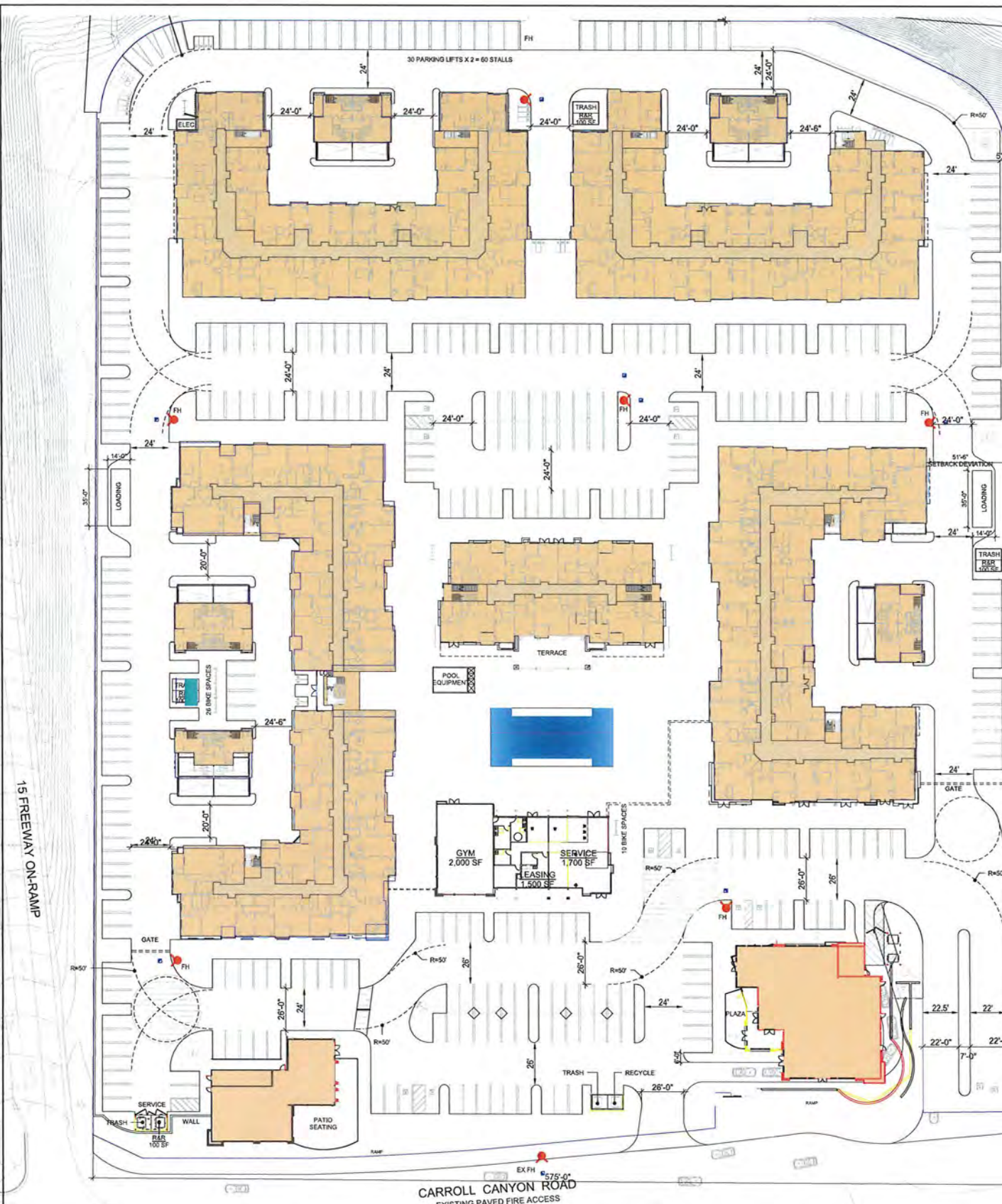
AUTOTURN FIRE ACCESS PLAN /  
 FIRE HYDRANT COVERAGE - 300' RADIUS EXHIBIT

**Carroll Canyon Mixed-Use**  
 9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199 **F 0.3**  
 August 30, 2016



# PRIVATE FIRE LINE PLAN / HYDRANT COVERAGE EXHIBIT



LEGEND	SHEET LEGEND
<p>PROPOSED RED PAINTED CURB WITH 4" TALL "NO PARKING FIRE LANE" IN WHITE STENCIL AT 30' O.C.</p> <p>EX FH EXISTING FIRE HYDRANT</p> <p>FH PROPOSED FIRE HYDRANT</p> <p>INDICATES BLUE REFLECTIVE FIRE HYDRANT MARKER. MARKER SHALL BE PLACED ON HYDRANT SIDE OF STREET CENTERLINE</p> <p>PROPOSED BACKFLOW ASSEMBLY</p> <p>PROPOSED AUTOMATIC FIRE SPRINKLER RISER</p> <p>PROPOSED FIRE DEPARTMENT CONNECTION</p> <p>PROPOSED POST INDICATOR VALVE</p> <p>NOTES: 1. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELL ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE BUILDING 2. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS AND OTHER DEVICES OR AREAS USED FOR FIREFRONTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS OR STROBES.</p>	<p>SHEET F-0.1 FIRE NOTES, LETTERS, DETAILS, AERIAL LADDER SECTIONS</p> <p>SHEET F-0.2 HOSE PULLS, STANDPIPES, GROUND / AERIAL LADDER ACCESS FIRE LANE IDENTIFICATION, HYDRANTS</p> <p>SHEET F-0.3 AUTOTURN FIRE ACCESS PLAN, FIRE</p> <p>SHEET F-0.4 PRIVATE FIRE LINE HYDRANT 300' RADIUS EXHIBIT</p>

**Fire Access Plan**

PRIVATE FIRE LINE

**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199

**F 0.4**

August 30, 2016

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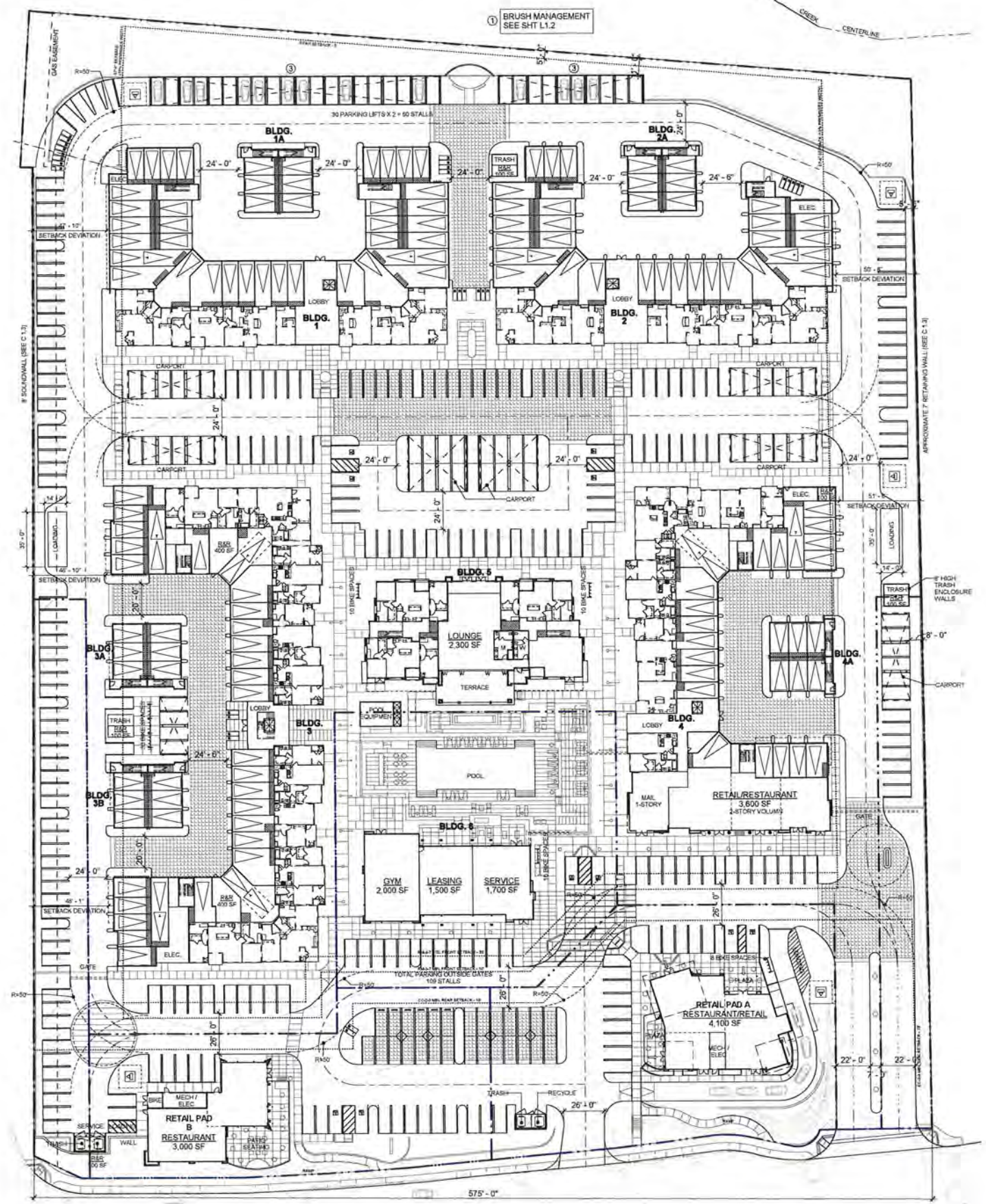
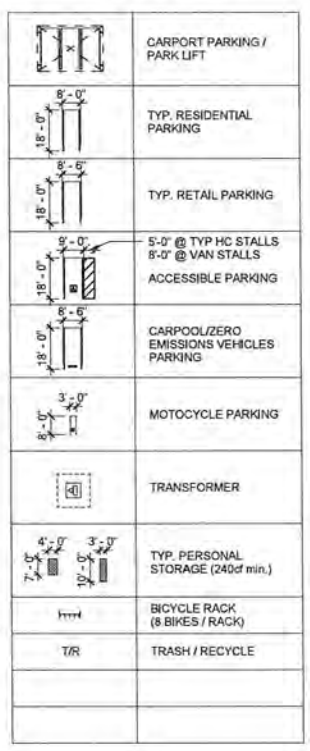
**UNIT SCHEDULE PER BUILDING**

Building Number	Unit Name	Unit Type	Unit Count
BUILDING 1	Unit A	1BR	14
BUILDING 1	Unit B	1BR	19
BUILDING 1	Unit CA.1	1BR	6
BUILDING 1	Unit C	2BR	4
BUILDING 1	Unit D	2BR	6
BUILDING 1	Unit G	2BR+DEN	6
			57
BUILDING 1A	Unit CA	1BR	2
			2
BUILDING 2	Unit A	1BR	20
BUILDING 2	Unit B	1BR	16
BUILDING 2	Unit C	2BR	4
BUILDING 2	Unit D	2BR	8
BUILDING 2	Unit G	2BR+DEN	6
			54
BUILDING 2A	Unit CA	1BR	2
			2
BUILDING 3	Unit A	1BR	14
BUILDING 3	Unit B	1BR	3
BUILDING 3	Unit C	2BR	17
BUILDING 3	Unit D	2BR	6
BUILDING 3	Unit F	2BR	6
BUILDING 3	Unit G	2BR	18
BUILDING 3	Unit I	3BR+DEN	6
BUILDING 3	Unit J	3BR	4
			69
BUILDING 3A	Unit CA	1BR	2
			2
BUILDING 3B	Unit CA	1BR	2
			2
BUILDING 4	Unit A	1BR	20
BUILDING 4	Unit B	1BR	10
BUILDING 4	Unit E	1BR	1
BUILDING 4	Unit C	2BR	3
BUILDING 4	Unit D	2BR	2
BUILDING 4	Unit E	2BR	7
BUILDING 4	Unit G	2BR+DEN	6
BUILDING 4	Unit I	3BR	7
			56
BUILDING 4A	Unit CA	1BR	2
			2
BUILDING 5	Unit B	1BR	2
BUILDING 5	Unit C	2BR	12
			14
Grand total			280

**PERSONAL STORAGE SCHEDULE PER BUILDING**

Building Number	Comments	Count	Storage Volume
BUILDING 1	CORRIDOR	19	4,848.75 CF
BUILDING 1	GARAGE	34	9,379.25 CF
			14,228 CF
BUILDING 1A	GARAGE	6	1,449 CF
			1,449 CF
BUILDING 2	CORRIDOR	23	5,856.75 CF
BUILDING 2	GARAGE	27	7,695 CF
			13,551.75 CF
BUILDING 2A	GARAGE	6	1,449 CF
			1,449 CF
BUILDING 3	CORRIDOR	32	8,505.57 CF
BUILDING 3	GARAGE	29	8,419.41 CF
			16,924.97 CF
BUILDING 3A	GARAGE	6	1,449 CF
			1,449 CF
BUILDING 3B	GARAGE	6	1,449 CF
			1,449 CF
BUILDING 4	CORRIDOR	39	10,477.69 CF
BUILDING 4	GARAGE	13	3,515.25 CF
			13,992.94 CF
BUILDING 4A	GARAGE	6	1,449 CF
			1,449 CF
BUILDING 5	CORRIDOR	14	4,530.75 CF
BUILDING 5	GARAGE	14	4,530.75 CF
			9,061.5 CF
AVERAGE			271 CF/UNIT

**SITE PLAN LEGEND**



**SITE PLAN NOTES**

- 1 ALTERNATIVE COMPLIANCE FOR BRUSH MANAGEMENT - ALL OPENINGS ALONG NORTH SIDE OF BUILDINGS 1, 1A, 2, AND 2A PLUS A 10-FT PERPENDICULAR RETURN ALONG ADJACENT WALL FACES SHALL BE UPGRADED TO DUAL-GLAZED, DUAL-TEMPERED PANES IN LIEU OF FULL BRUSH MANAGEMENT ZONES. TYP.
- 2 ALL MULTIPLE DWELLING UNITS SHALL BE ATTENUATED TO ACHIEVE AN INDOOR NOISE LEVEL OF 45 DB CNEL.
- 3 AUTOMOBILE LIFTS SHALL MEET SAFETY AND FIRE REQUIREMENTS DURING PLAN CHECK.

**PROJECT STATISTICS**

RETAIL & LEASING	Vehicle Parking Req'd for Standalone Uses
RESTAURANT:	8600 SF 15/1000 139.00 Stalls
RETAIL:	2100 SF 5/1000 10.50 Stalls
LEASING:	1500 SF 2.5/1000 3.75 Stalls
<b>Total:</b>	<b>12200 SF 143 Stalls</b>

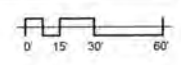
RESIDENTIAL (CODE)	Vehicle Parking	Motorcycle	Bicycle (Req'd for units w/o garage)
1BR	125 1.5 188 Stalls	0.1 13	48.1% 56 0.4 22
2BR	124 2 248 Stalls	0.1 12	47.7% 56 0.5 28
MID	11 2.25 25 Stalls	0.1 1	6.2% 5 0.6 3
<b>Total Required</b>	<b>461 Stalls</b>	<b>26</b>	<b>117</b>
<b>Ratio</b>	<b>1.77 Stalls/Unit</b>		

UNIT TYPE	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	BLDG 6	TOTAL	RENTABLE S.F.	PRIVATE OPEN SPACE (BLDG S.F.)
1BR	14	20	14	20	2	2	64	26,376	60
2BR	17	16	3	11	2	6	55	19,046	60
2BR+DEN	6	2	3	6	6	6	36	8,711	60
3BR	8	8	3	2	2	2	26	10,777	65
3BR+DEN	4	4	10	3	12	12	45	18,553	60
3BR+DEN	4	4	4	4	4	4	24	9,648	60
3BR+DEN	2	2	2	2	2	2	14	5,212	60
3BR+DEN	2	2	2	2	2	2	14	5,212	60
<b>TOTAL</b>	<b>59</b>	<b>56</b>	<b>23</b>	<b>54</b>	<b>14</b>	<b>14</b>	<b>200</b>	<b>215,578</b>	<b>17,625</b>

Garage	Carport	Car Lifts	Stalls
131	50	60	241
131	50	60	241
131	50	60	241
<b>Grand Total</b>	<b>131</b>	<b>110</b>	<b>419</b>

**SITE PLAN - GROUND LEVEL**

1" = 30'-0"



**Carroll Canyon Mixed-Use**

9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199

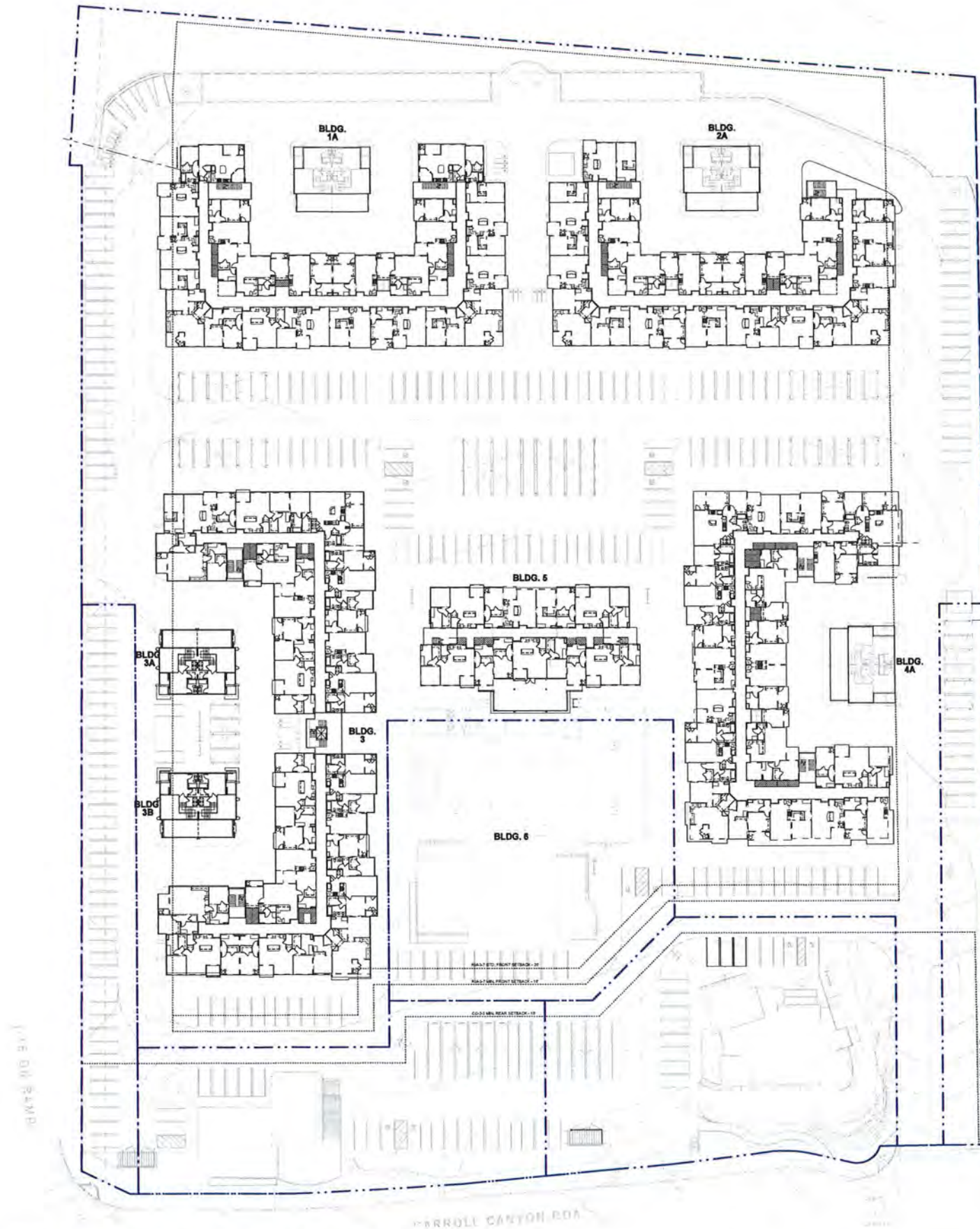
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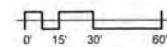
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SITE PLAN - THIRD LEVEL (SECOND LEVEL SIMILAR)

1" = 30'-0"



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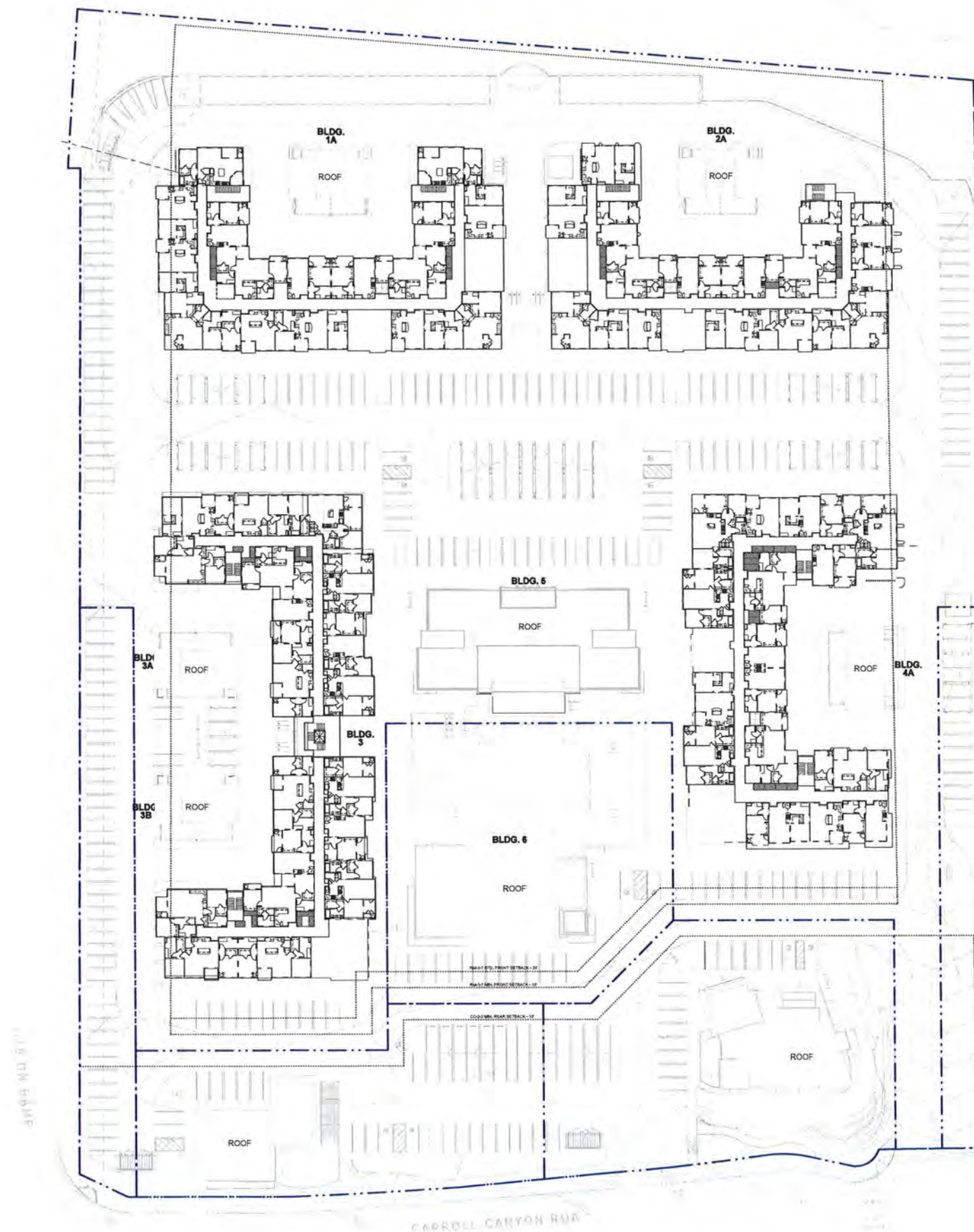
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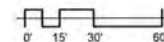
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SITE PLAN - LEVEL 4

1" = 30'-0"



Carroll Canyon Mixed-Use

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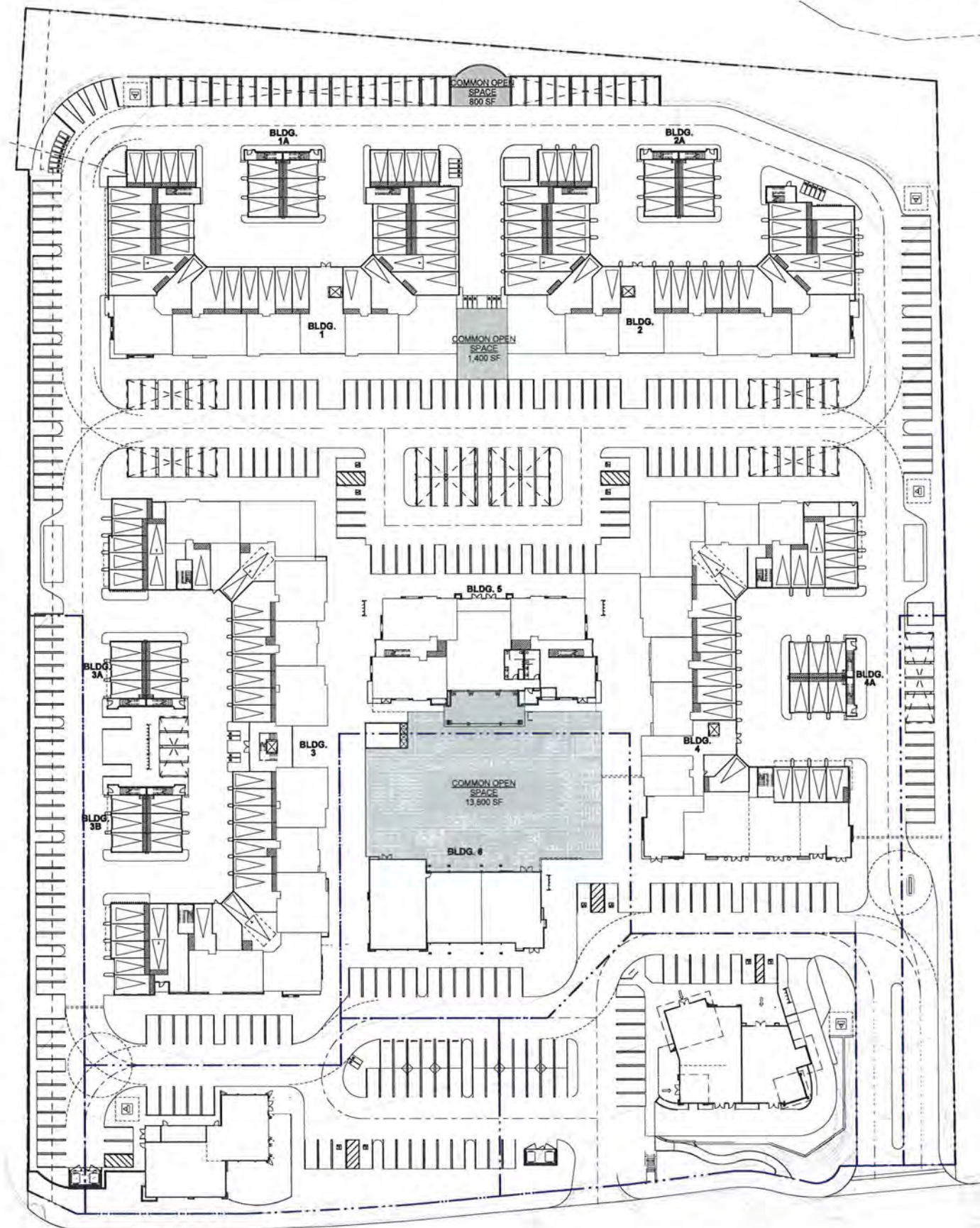
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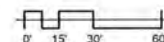
	REFERENCE	SF
TOTAL COMMON OPEN SPACE REQUIRED	RM-3-7 ZONE REQUIREMENT (25 SF/DU)	25 X 260DU = 6,500
TOTAL OPEN SPACE REQUIRED	SDMC SEC. 143.0420, TABLE 143-04B (125 SF/DU)	125 X 260DU = 32,500
TOTAL COMMON OPEN SPACE PROVIDED	DEPICTED HERE-ON	13,800 + 1,400 + 800 = 16,000
PRIVATE EXTERIOR OPEN SPACE PROVIDED	SEE SHT A 0.1 (UNIT SCHEDULE)	17,400
TOTAL OPEN SPACE PROVIDED	COMMON + PRIVATE OPEN SPACE	33,400



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OPEN SPACE CALCULATION

As indicated



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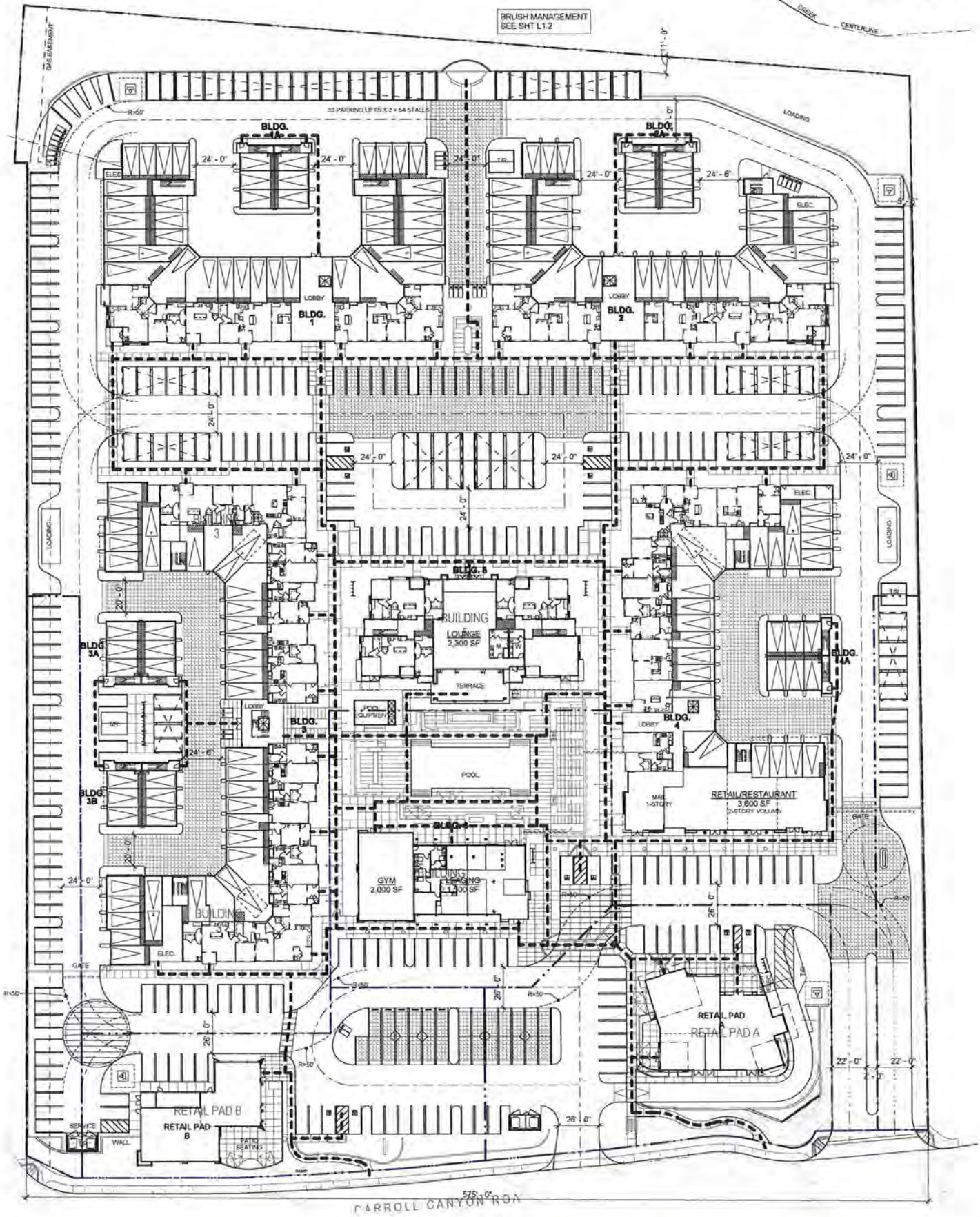
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August 30, 2016



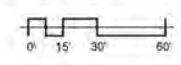
**SITE ACCESSIBILITY NOTES**

- 1. SITE DEVELOPMENT:**
- A. GRADE AND DEVELOP SITE SO THAT ACCESSIBLE ROUTES OF TRAVEL ARE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES, AND PUBLIC STREETS OR SIDEWALKS TO THE ACCESSIBLE ENTRANCES THEY SERVE. THE ACCESSIBLE ROUTE SHALL TO THE EXTENT FEASIBLE, COINCIDE WITH THE ROUTE FOR THE GENERAL PUBLIC.
  - B. ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, FACILITIES AND SPACES ON THE SAME SITE. WHERE MORE THAN ONE ROUTE IS PROVIDED, ALL ROUTES SHALL BE ACCESSIBLE.
  - C. AT EVERY PRIMARY PUBLIC ENTRANCE AND AT EVERY MAJOR JUNCTION WHERE THE ACCESSIBLE ROUTE DIVERGES FROM THE CIRCULATION PATH, ALONG OR LEADING TO AN ACCESSIBLE ROUTE ENTRANCE OF FACILITY, THERE SHALL BE A SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. SIGNS SHALL INDICATE THE DIRECTION TO ACCESSIBLE BUILDING ENTRANCES AND FACILITIES AND SHALL COMPLY WITH THE REQUIREMENTS FOUND IN SECTIONS 1143A.2 AND 1143A.1.
  - D. EXCEPT BETWEEN A WALK OR SIDEWALK AND AN ADJACENT STREET OR DRIVEWAY, OR WHEN A GUARDRAIL OR VANDERAIL IS PROVIDED WITH A WHEEL GUIDE CENTERED 2 TO 4 INCHES ABOVE THE WALKING SURFACE, ABRUPT CHANGES IN LEVEL EXCEEDING 4 INCHES IN VERTICAL DIMENSION SUCH AS CHANGES IN LEVEL AT PLANTERS, OR FOUNTAINS LOCATED IN OR ADJACENT TO WALKS, SIDEWALKS OR OTHER PEDESTRIAN WAYS, SHALL BE IDENTIFIED BY CURBS OR OTHER APPROVED BARRIERS PROJECTING AT LEAST 2 INCHES ABOVE THE WALK OR SIDEWALK SURFACE TO WARN OF A POTENTIAL DROP-OFF. (SECTIONS 1141.1 AND 1125.1)
  - E. ACCESSIBLE ROUTES OF TRAVEL SHALL HAVE 80 INCHES MINIMUM CLEAR HEADROOM. WHERE HEADROOM IS LESS THAN 80 INCHES NOMINAL, A GUARDRAIL OR BARRIER 21 INCHES MAX. ABOVE THE FINISHED FLOOR SHALL BE PROVIDED. (SEC 1143A.2)
  - F. PROVIDE A CLEAR 84 INCH HEADROOM FOR WALKS, HALLS, CORRIDORS, PEDESTRIAN WAYS AND OTHER CIRCULATION SPACES IN THE REQUIRED EGRESS SYSTEM. OTHER WALKS, PEDESTRIAN WAYS AND CIRCULATION SPACES MAY HAVE A CLEAR HEADROOM OF 80 INCHES. IF THE VERTICAL CLEARANCE OF AN AREA ADJOINING AN ACCESSIBLE ROUTE LESS THAN 80 INCHES, PROVIDE A GUARDRAIL OR OTHER BARRIER WITH ITS LEADING EDGE WITHIN 21 INCHES OF THE FLOOR. SEE FIGURE 11A-10, DOORWAYS AND ARCHWAYS LESS THAN 24 INCHES DEEP MAY HAVE AN 80 INCH CLEAR HEADROOM. (SECTIONS 1143.2 AND 1125A.2)
  - G. ANY OBSTRUCTION THAT OVERHANGS A PEDESTRIAN WAY SHALL BE A MINIMUM OF 80 INCHES ABOVE THE WALKING SURFACE AS MEASURED FROM THE BOTTOM OF THE OBSTRUCTION. WHERE A GUY SUPPORT IS USED PARALLEL TO A PATH OF TRAVEL, INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, A GUY BRACE, SIDEWALK GUY OR SIMILAR DEVICE SHALL BE USED TO PREVENT AN OVERHANGING OBSTRUCTION (SEE SECTION 1143.2 FOR REQUIRED HEADROOM CLEARANCE). (SECTIONS 1143.3 AND 1125A.3)
  - H. WHEREVER SIGNS PROTRUDE FROM A POST OR PYLONS WITH THE BOTTOM EDGE OF THE SIGN 80 INCHES ABOVE THE FINISHED FLOOR OR GROUND LEVEL, THE EDGES SHALL BE ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF 125 INCHES (SEE SECTION 1143.2 FOR REQUIRED HEADROOM CLEARANCE). (SECTIONS 1143.4 AND 1125A.4)
  - J. ABRUPT CHANGES IN LEVEL ALONG ANY ACCESSIBLE ROUTE SHALL NOT EXCEED 1/2 INCH WHEN CHANGES IN LEVEL DO OCCUR. THEY SHALL BE DEVELOPED WITH A SLOPE NO GREATER THAN 1 UNIT VERTICAL IN 2 UNITS HORIZONTAL (5% SLOPE). CHANGES IN LEVEL NOT EXCEEDING 1/2 INCH MAY BE VERTICAL.
  - K. CHANGES IN LEVEL GREATER THAN 1/2 INCH SHALL BE MADE BY MEANS OF A SLOPED SURFACE NOT GREATER THAN 1 UNIT VERTICAL IN 20 UNITS HORIZONTAL (5% SLOPE), OR A CURB RAMP, RAMP, ELEVATOR OR SPECIAL ACCESS LIFT. STAIRS SHALL NOT BE A PART OF AN ACCESSIBLE ROUTE. WHEN STAIRS ARE LOCATED ALONG OR ADJACENT TO AN ACCESSIBLE ROUTE THEY SHALL COMPLY WITH SECTION 115A FOR EXTERIOR STAIRWAYS. (SEC 1143.2)
- 2. PARKING:**
- A. SURFACE SLOPES OF PARKING SPACES FOR PERSONS WITH PHYSICAL OR MENTAL DISABILITIES SHALL NOT EXCEED 1/4-INCH PER FOOT IN ANY DIRECTION.
  - B. ALL ENTRANCES TO AND VERTICAL CLEARANCES WITHIN PARKING STRUCTURES SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8'-2" WHERE REQUIRED FOR ACCESSIBILITY TO PARKING SPACES FOR PERSONS WITH PHYSICAL OR MENTAL DISABILITIES. THE 8'-2" VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTIONS INCLUDING BEAMS, SPRINKLER HEADS, PIPING, ETC.
  - C. TWO PARKING SPACES FOR MULTIFAMILY BUILDINGS CAN BE PROVIDED WITH A 4 FOOT PARKING AREA ON EACH SIDE OF A 8 FOOT LOADING AND UNLOADING ACCESSIBLE FOR THE TYPICAL STALL, AND 8 FEET LOADING AND UNLOADING ACCESSIBLE FOR THE VAN ACCESSIBLE SPACE. (SECTIONS 1109A.3 AND 1109A.6)
  - D. FOR MULTIFAMILY BUILDINGS ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESSIBLE 80 INCHES WIDE MINIMUM LOADING AND UNLOADING ACCESSIBLE ON THE PASSENGER SIDE OF THE VEHICLE WHEN THE VEHICLE IS GOING FORWARD INTO THE PARKING SPACE. THE SPACE SHALL BE DESIGNATED VAN ACCESSIBLE WITH A SIGN "VAN ACCESSIBLE" MOUNTED BELOW THE SYMBOL OF ACCESSIBILITY.
  - E. THE MINIMUM LENGTH OF EACH PARKING SPACE FOR MULTIFAMILY BUILDINGS SHALL BE 18 FEET. (SECTIONS 1109A.3 AND 1109A.6)
  - F. EACH UNASSIGNED PARKING SPACE RESERVED FOR PERSONS WITH DISABILITIES SHALL HAVE A REFLECTORIZED SIGN PERMANENTLY POSTED IMMEDIATELY ADJACENT TO AND VISIBLE FROM EACH SPACE, CONSISTING OF A PROFILE VIEW OF A WHEELCHAIR WITH OCCUPANT IN WHITE ON DARK BLUE BACKGROUND. THE SIGN SHALL BE 10 TO 50 INCHES MINIMUM IN AREA AND, WHEN IN A PATH OF TRAVEL POSTED A MINIMUM 80 INCHES HIGH. (SEC 1109A.8)
  - G. SIGNS TO IDENTIFY UNASSIGNED ACCESSIBLE PARKING SPACES MAY BE CENTERED ON A HALL AT THE INTERIOR END OF THE PARKING SPACE AT A MINIMUM HEIGHT OF 36 INCHES FROM THE PARKING SPACE FINISHED GRADE, GROUND OR SIDEWALK. (SEC 1109A.8)
  - H. VAN ACCESSIBLE UNASSIGNED PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN STATING "VAN ACCESSIBLE" MOUNTED BELOW THE SYMBOL OF ACCESSIBILITY. MAINTAIN 80 INCHES HEIGHT. (SEC 1109A.8)
  - J. A SIGN SHALL ALSO BE POSTED IN A CONSPICUOUS PLACE AT EACH ENTRANCE TO OFF-STREET PARKING FACILITIES, OR IMMEDIATELY ADJACENT TO AND VISIBLE FROM EACH STALL. THE SIGN SHALL BE NOT LESS THAN 17 BY 22 INCHES WITH LETTERING NOT LESS THAN 1" IN HEIGHT THAT STATES THE FOLLOWING: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING Distinguishing PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT THE OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT OR BY TELEPHONING \_\_\_\_\_"
  - K. IDENTIFY EACH ACCESSIBLE PARKING SPACE SURFACE FOR MULTIFAMILY SPACES IN BLUE AND OUTLINE IN WHITE OR SUITABLE CONTRASTING COLOR A PROFILE VIEW DEPICTING A WHEEL CHAIR WITH OCCUPANT OR, BY OUTLINING THE SPACE IN BLUE AND OUTLINING A 36 INCH X 36 INCH PROFILE VIEW OF A WHEELCHAIR WITH OCCUPANT IN WHITE ON A BLUE BACKGROUND LOCATED SO IT IS VISIBLE TO A TRAFFIC ENFORCEMENT OFFICIAL WHEN A VEHICLE IS PROPERLY PARKED IN THE SPACE. (SEC 1109A.8)
- 3. CURB RAMPS, WALKS AND SIDEWALKS:**
- A. WHEN PRACTICAL, THE ACCESSIBLE ROUTE OF TRAVEL FOR COVERED MULTIFAMILY BUILDINGS SHALL NOT CROSS LANES FOR VEHICULAR TRAFFIC. WHEN CROSSING VEHICULAR TRAFFIC LANES IS NECESSARY, THE ROUTE OF TRAVEL SHALL BE DESIGNATED AND MARKED AS A CROSSWALK. (SEC 1109B.8)
  - B. CURB RAMPS SHALL BE A MINIMUM OF 4 FEET WIDE. (SEC 1124.3)
  - C. CURB RAMPS SHALL BE A MINIMUM OF 4 FEET WIDE. (SEC 1124.3)
  - D. SLOPES OF THE CURB RAMP FOR MULTIFAMILY BUILDINGS SHALL NOT EXCEED 1/12 (8.33% SLOPE). THE SLOPE OF THE FINISHED OR FLARED SIDES OF CURB RAMPS SHALL NOT EXCEED 1/8 (12.5% SLOPE). IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, THE FLARED SIDES SHALL SLOPE 1/10 MAX (SEC 1124.3 AND FIG 11A-31 AND 32)
  - E. ALL CURB RAMPS SHALL HAVE A GROOVED BORDER 12 INCHES WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROXIMATELY 1/2 INCH ON CENTER. ALL CURB RAMPS CONSTRUCTED BETWEEN THE FACE OF THE CURB AND THE STREET SHALL HAVE A GROOVED BORDER AT THE LEVEL SURFACE OF THE SIDEWALK. SEE FIGURES 11A-31 THROUGH 11A-34. (SEC 1124.3)
  - F. DETECTABLE WARNING PRODUCTS SHALL BE DESIGN APPROVED. (SEC 1124A-1)
  - G. ALL REGULATED WALKS AND SIDEWALKS SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING 1/2 INCH. WALKS AND SIDEWALKS FOR PRIVATELY FINISHED INDIVIDUAL DWELLING UNITS MAY BE 36 INCHES CLEAR WIDTH OTHERS SHALL BE A MINIMUM OF 48 INCHES WIDE. (SECTIONS 1131.1 AND 1131A.1)
  - H. CROSS SLOPES SHALL NOT EXCEED 1/2 INCH PER FOOT FOR A WALK AND SIDEWALK SURFACE. (SEC 1131A.2)
  - J. WALK AND SIDEWALK SURFACES WITH A SLOPE OF LESS THAN 6 PERCENT GRADIENT SHALL BE AT LEAST AS RESISTANT AS THAT DESCRIBED AS A MEDIUM SALTED FINISH SURFACES WITH A SLOPE OF 6 PERCENT GRADIENT OR GREATER SHALL BE SLIP RESISTANT. (SEC 1131A.2)
  - K. WALKS, SIDEWALKS AND PEDESTRIAN WAYS SHALL BE FREE OF GRATINGS WHENEVER POSSIBLE. IF THERE ARE GRATINGS, GRID OPENINGS ARE TO BE NOT MORE THAN 1/2 INCH IN THE DIRECTION OF TRAFFIC FLOW. (SEC 1131A.1)
  - L. ANY PATH OF TRAVEL IS CONSIDERED A RAMP IF ITS SLOPE IS GREATER THAN 1/20 (5%). THE SLOPE OF THE RAMP CANNOT EXCEED 1/12 (8.33%). TRANSITIONS OF EXTERIOR RAMPS TO WALKS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. (SECTIONS 114A.2 AND 1122A.2)
  - M. OUTDOOR RAMPS AND THEIR APPROACHES SHALL BE DESIGNED AND CONSTRUCTED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACE (SEC 114A.3)



**ACCESSIBLE ROUTE SITE PLAN**

1" = 30'-0"



**Carroll Canyon Mixed-Use**

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2014.10199

**A 0.5**

August 30, 2016



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**E1** | Ext. Elev. Residential and Leasing Buildings  
SCALE: 1/16" = 1'-0"



**E2** | Ext. Elev. Streetscape along Carroll Canyon Road  
SCALE: 1/16" = 1'-0"

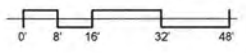


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**STREETSCAPE ELEVATION ALONG  
CARROLL CANYON ROAD**

As indicated



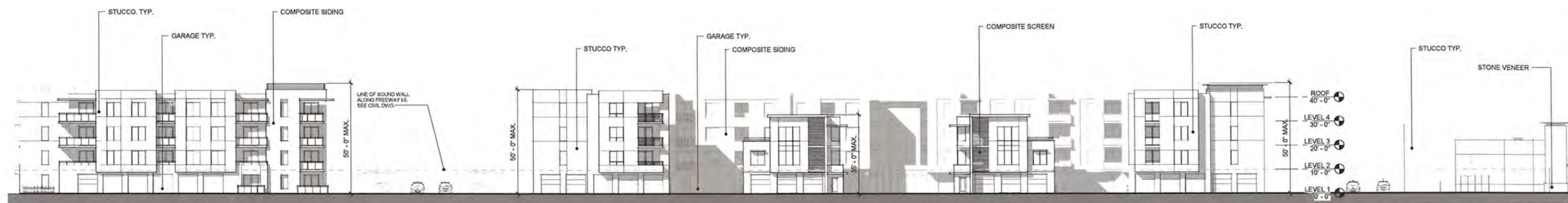
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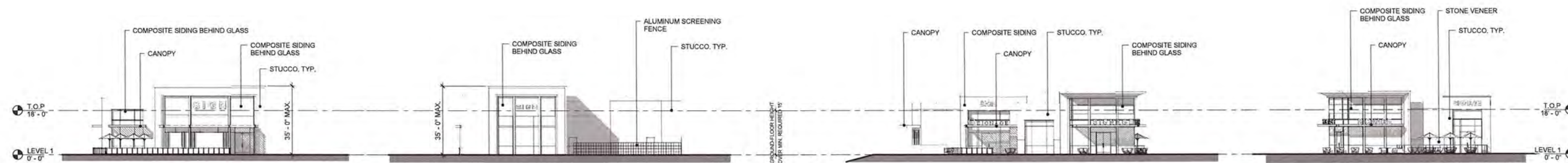
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**E3** | Ext. Elev. Streetscape along I-15  
SCALE: 1/16" = 1'-0"

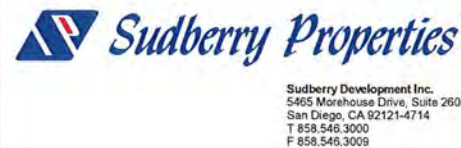


**E7** | PAD B EAST ELEVATION  
SCALE: 1/16" = 1'-0"

**E6** | PAD B NORTH ELEVATION  
SCALE: 1/16" = 1'-0"

**E5** | PAD A NORTH ELEVATION  
SCALE: 1/16" = 1'-0"

**E4** | PAD A WEST ELEVATION  
SCALE: 1/16" = 1'-0"



**STREETSCAPE ELEVATION ALONG  
FREEWAY I-15 & RETAIL BLDGS. ELEV.**

As indicated



**Carroll Canyon Mixed-Use**

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**A 1.2**

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**E8** | Ext. Elev. Streetscape along East side  
SCALE: 1/16" = 1'-0"



**E9** | Ext. Elev. Streetscape along North side  
SCALE: 1/16" = 1'-0"

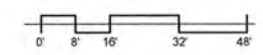


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**STREETSCAPE ELEVATIONS - ALONG EAST AND NORTH**

As indicated

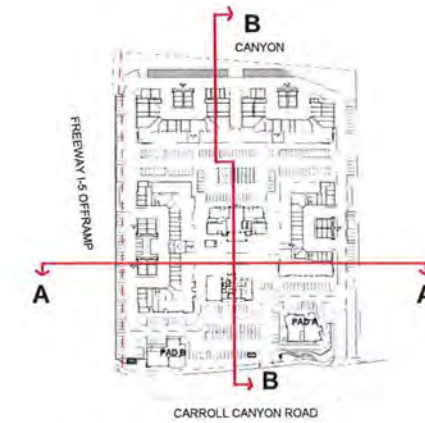
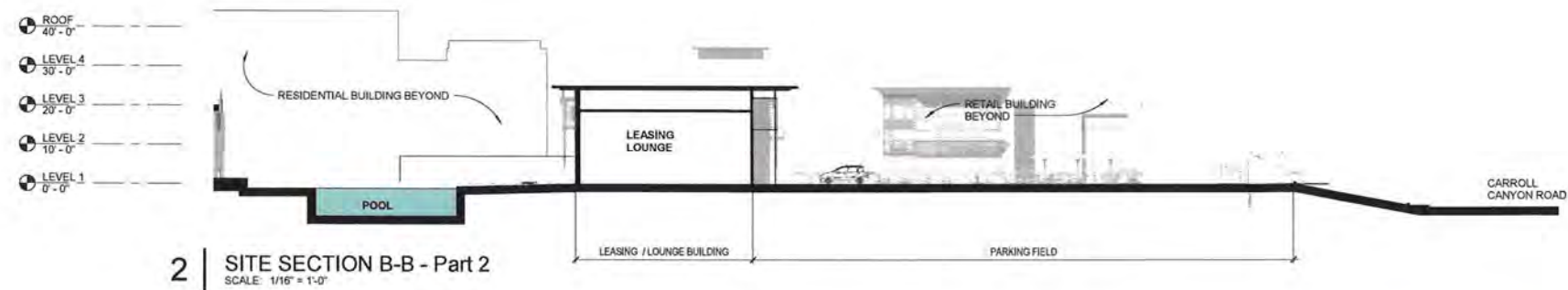
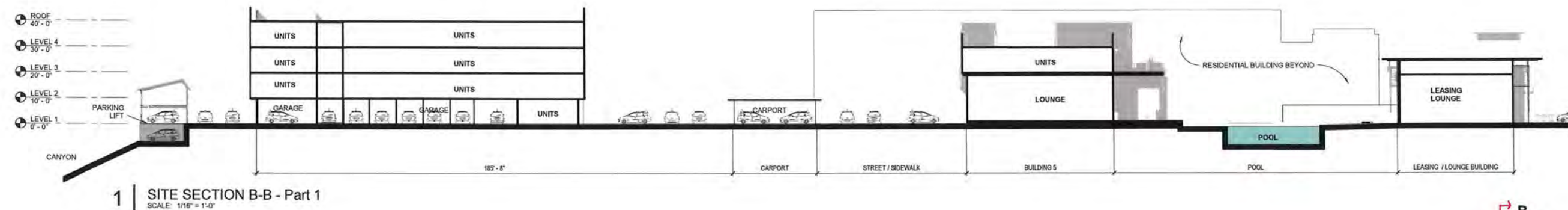
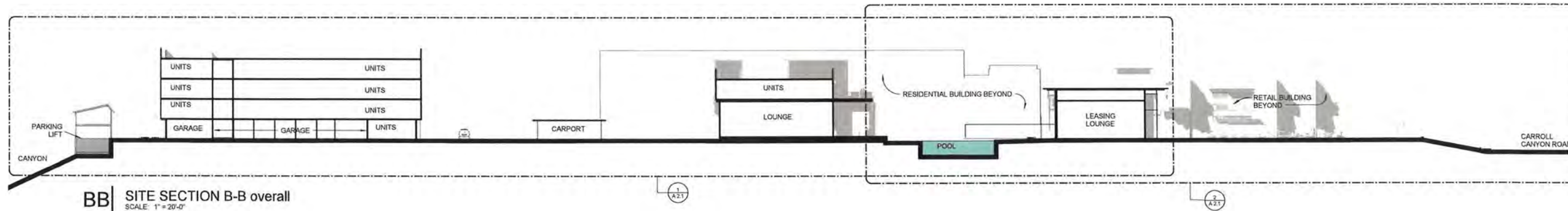


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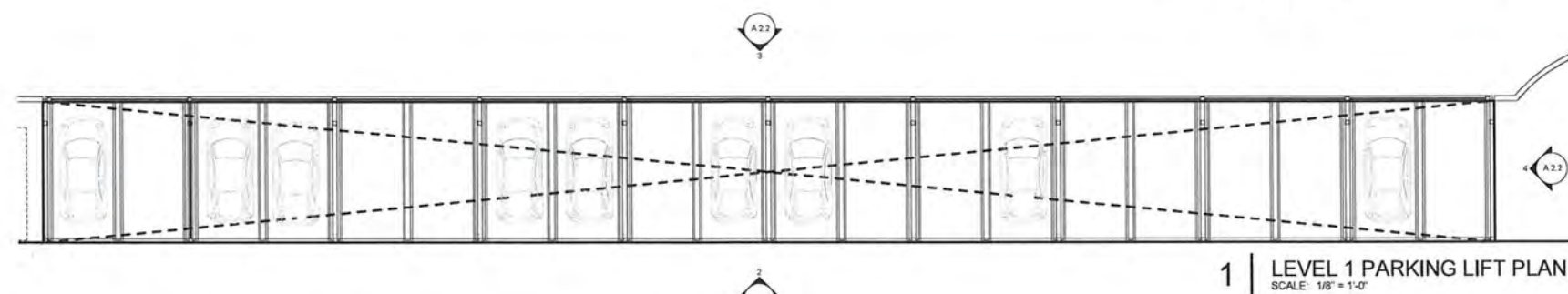
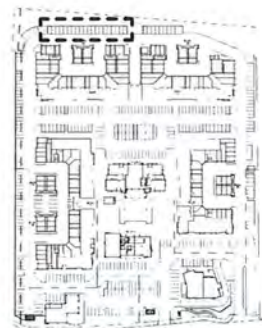
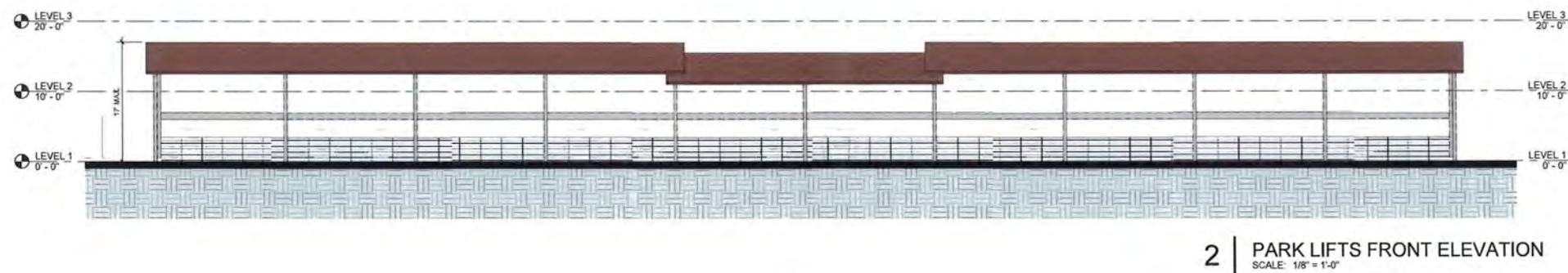
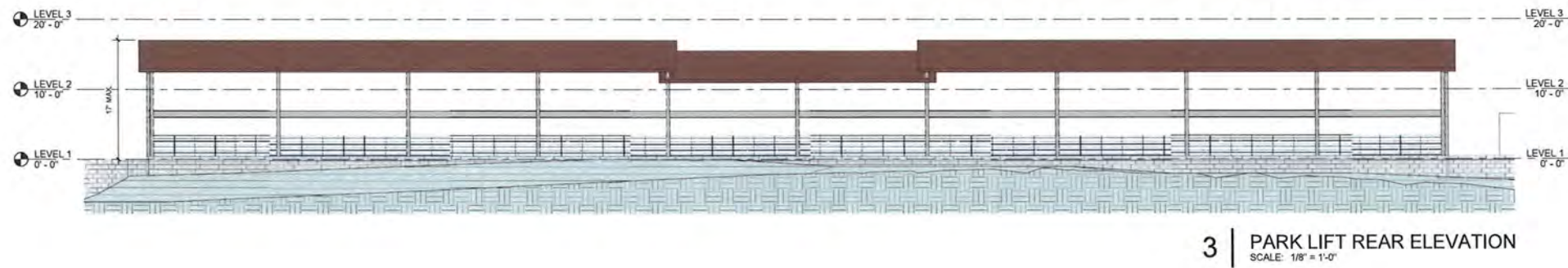
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**SITE SECTION**  
As indicated

**Carroll Canyon Mixed-Use**  
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
2014.10199  
**A 2.1**  
August 30, 2016

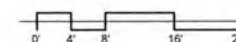


- NOTES:
1. INDEPENDENT PARKING LIFTS ALLOW INDEPENDENT USAGE (NOT TANDEM).
  2. BELOW GRADE PIT TAKES ADVANTAGE OF SLOPE ON NORTH OF PROJECT SITE AND ALLOWS LIFTS TO BE HIDDEN WHEN IN LOWER POSITION.
  3. STRUCTURAL COLUMNS AND BRACINGS TO BE DESIGNED BY STRUCTURAL ENGINEER AT A LATER DATE.
  4. AUTOMOBILE LIFTS SHALL MEET SAFTY AND FIRE REQUIREMENTS DURING PLAN CHECK.



PARKING LIFT STRUCTURE CONCEPT

As indicated

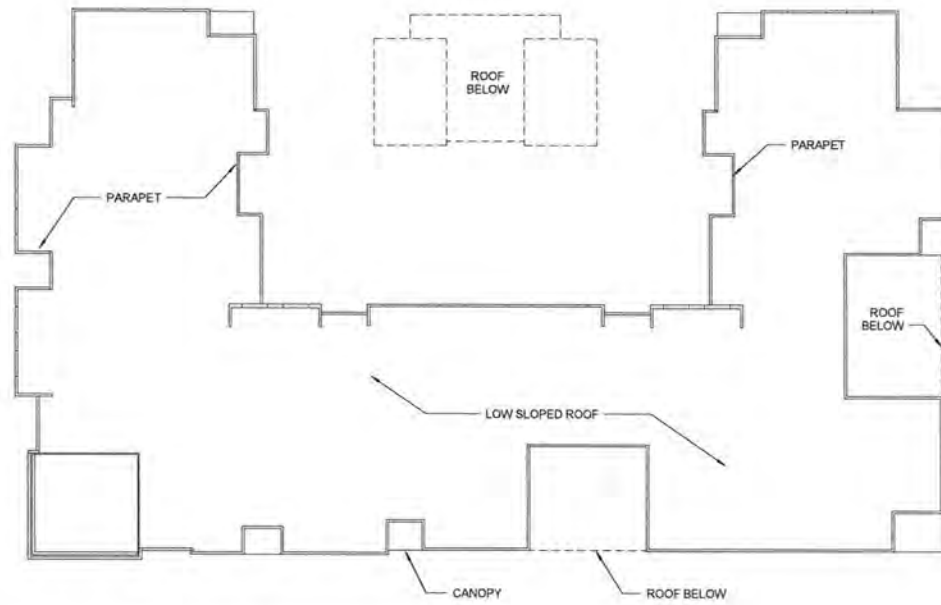


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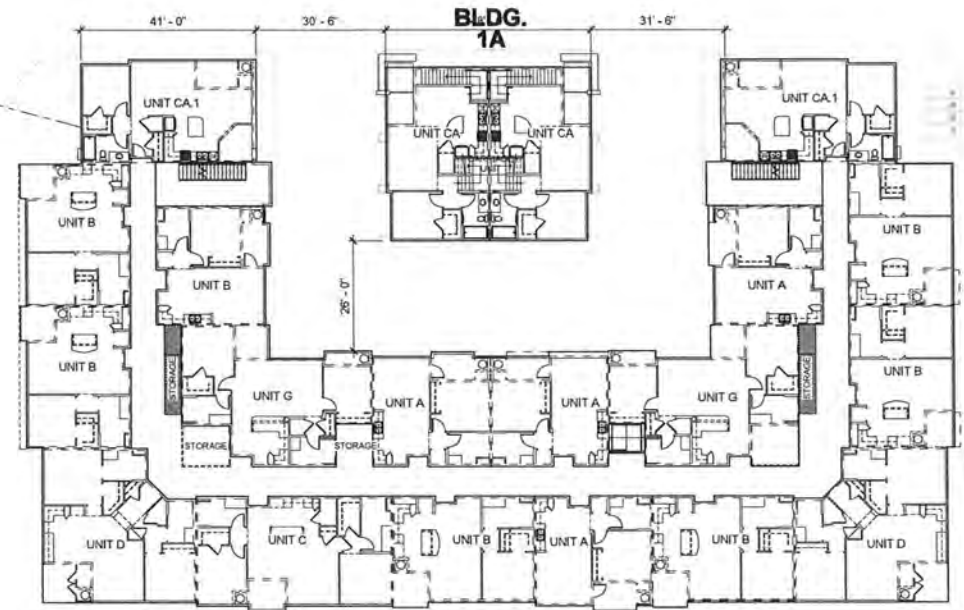
**Carroll Canyon Mixed-Use**  
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
2014.10199  
**A 2.2**  
August 30, 2016  
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\* ALL MECHANICAL EQUIPMENT BELOW PARAPET LINE OF SIGHT.

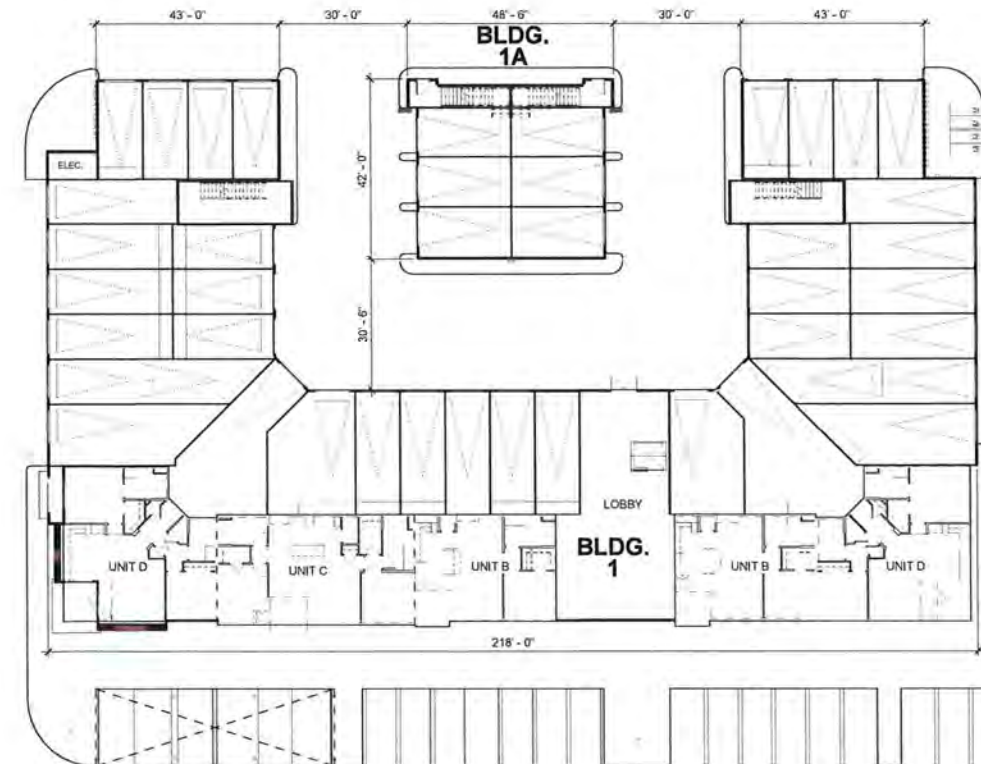
4 | BUILDING 1 - ROOF PLAN  
SCALE: 1/16" = 1'-0"



2 | BUILDING 1 - LEVEL 2 (LEVEL 3 SIMILAR)  
SCALE: 1/16" = 1'-0"



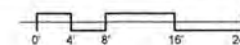
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SCALE: 1/16" = 1'-0"



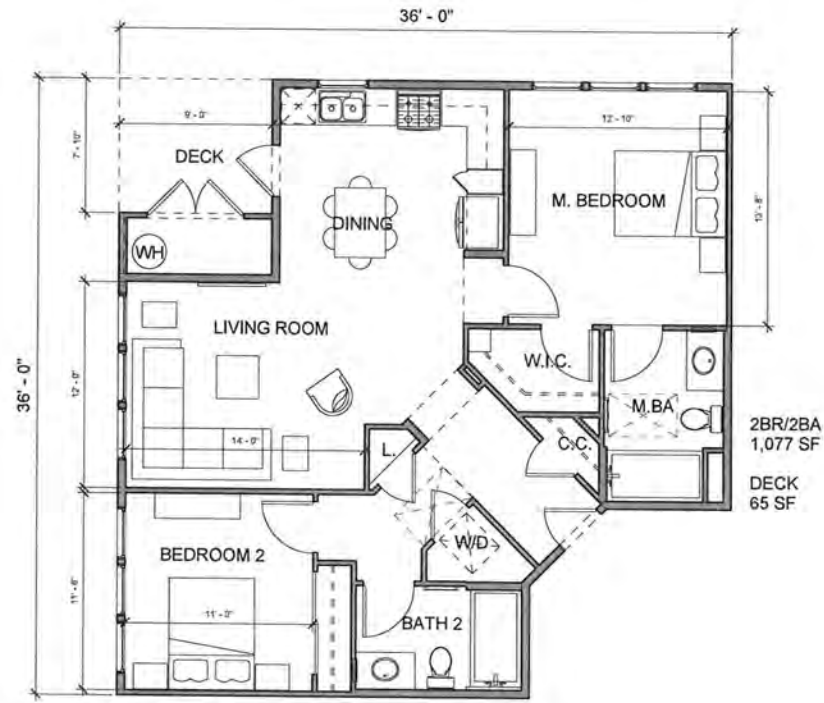
1 | BUILDING 1 - LEVEL 1  
SCALE: 1/16" = 1'-0"

TYPICAL BUILDING PLANS

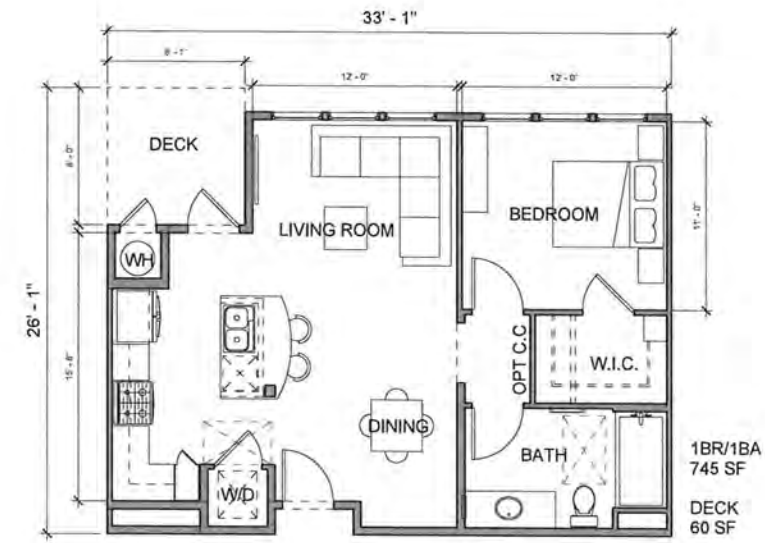
1/16" = 1'-0"







4 | UNIT D  
SCALE 1/4" = 1'-0"



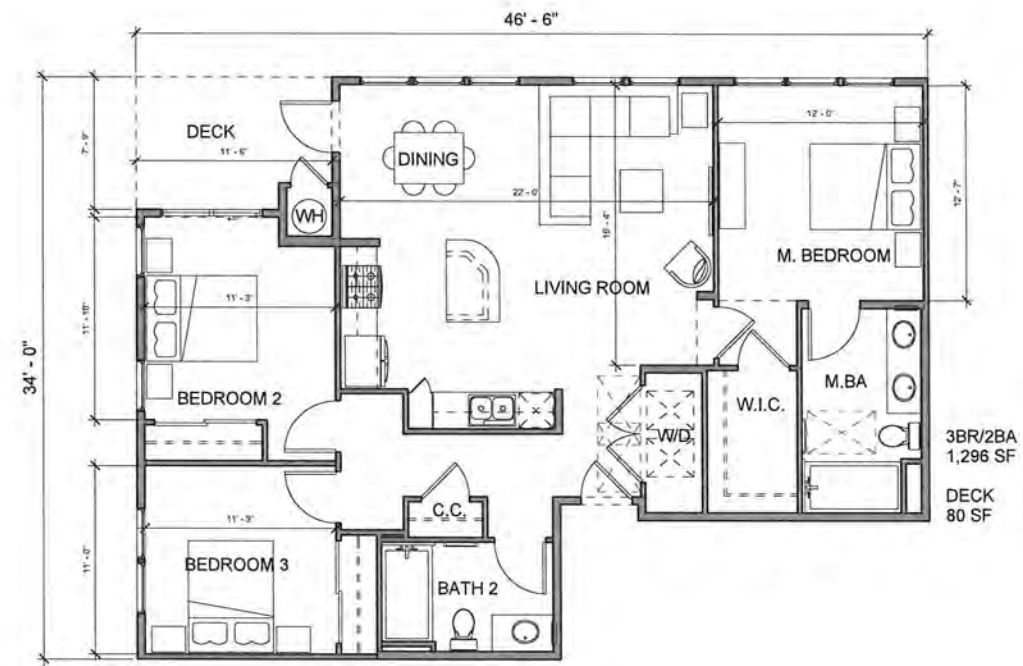
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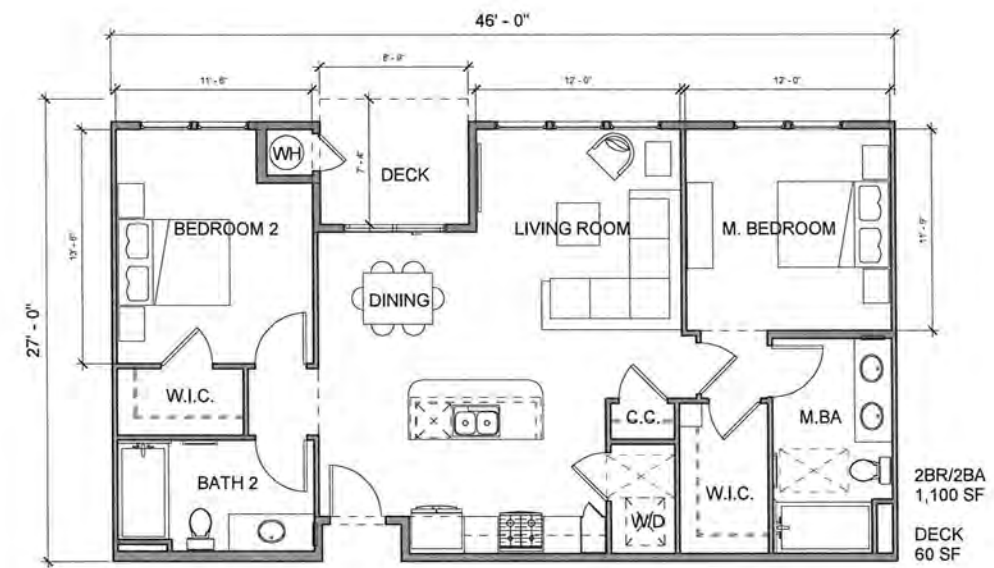
3 | UNIT E  
SCALE 1/4" = 1'-0"



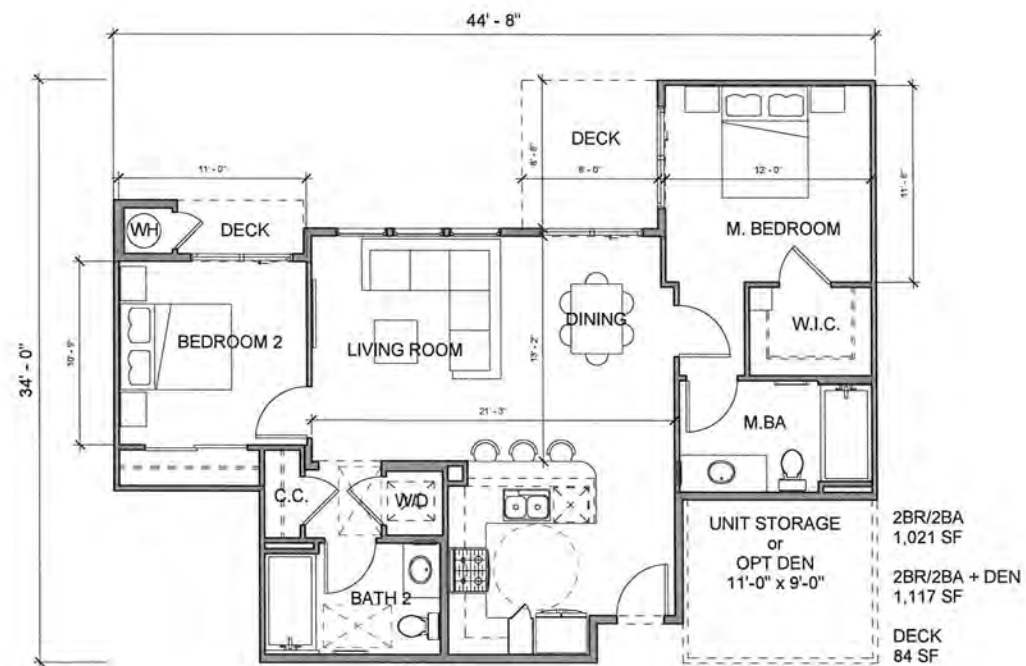
1 | UNIT A  
SCALE 1/4" = 1'-0"



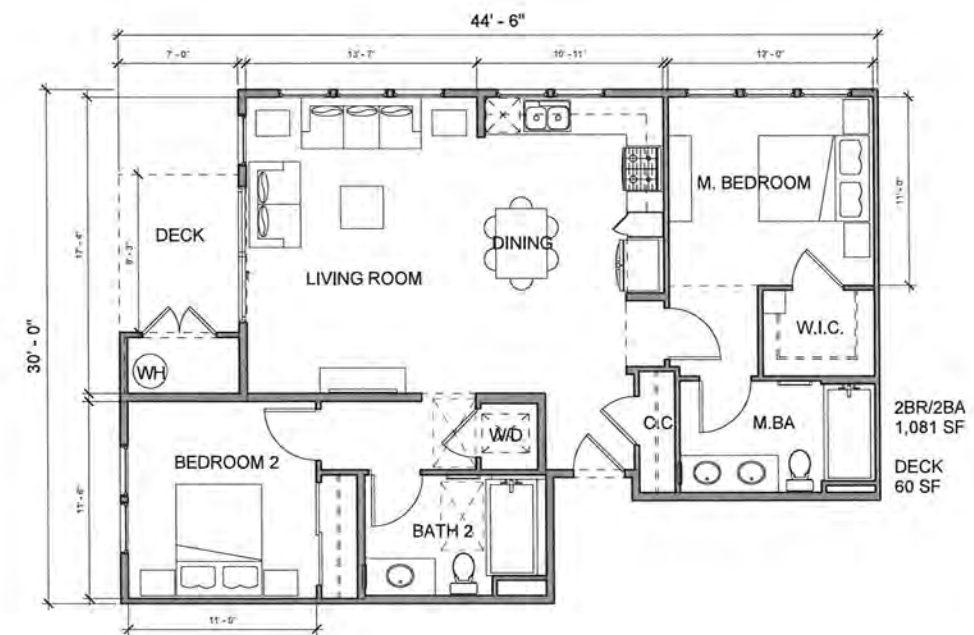
4 | UNIT I  
SCALE: 1/4" = 1'-0"



2 | UNIT C  
SCALE: 1/4" = 1'-0"

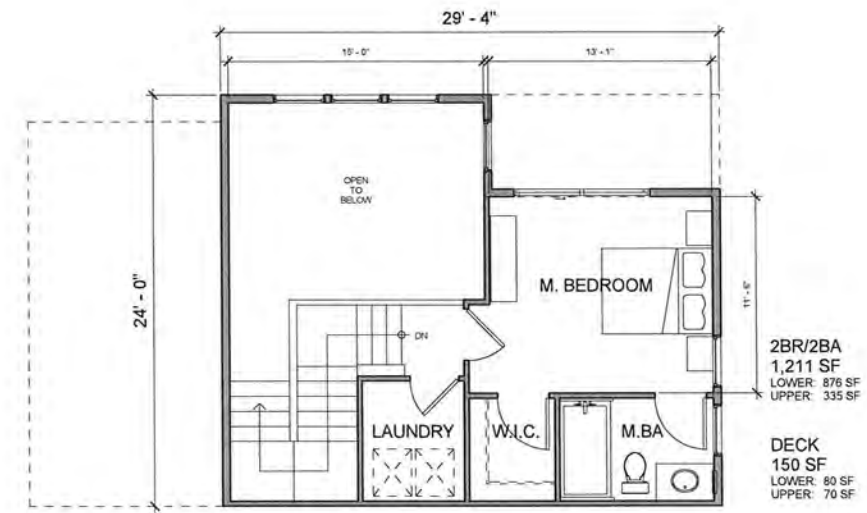


3 | UNIT G  
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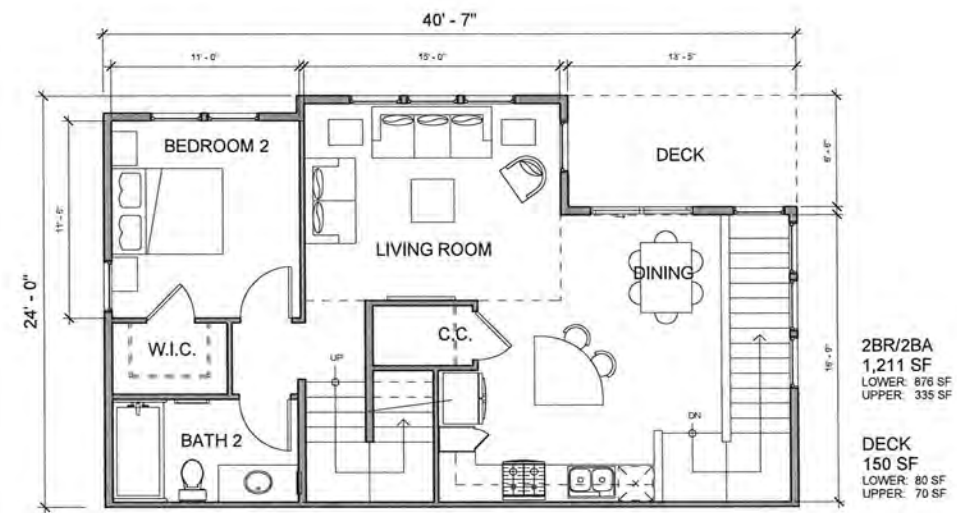


1 | UNIT F  
SCALE: 1/4" = 1'-0"



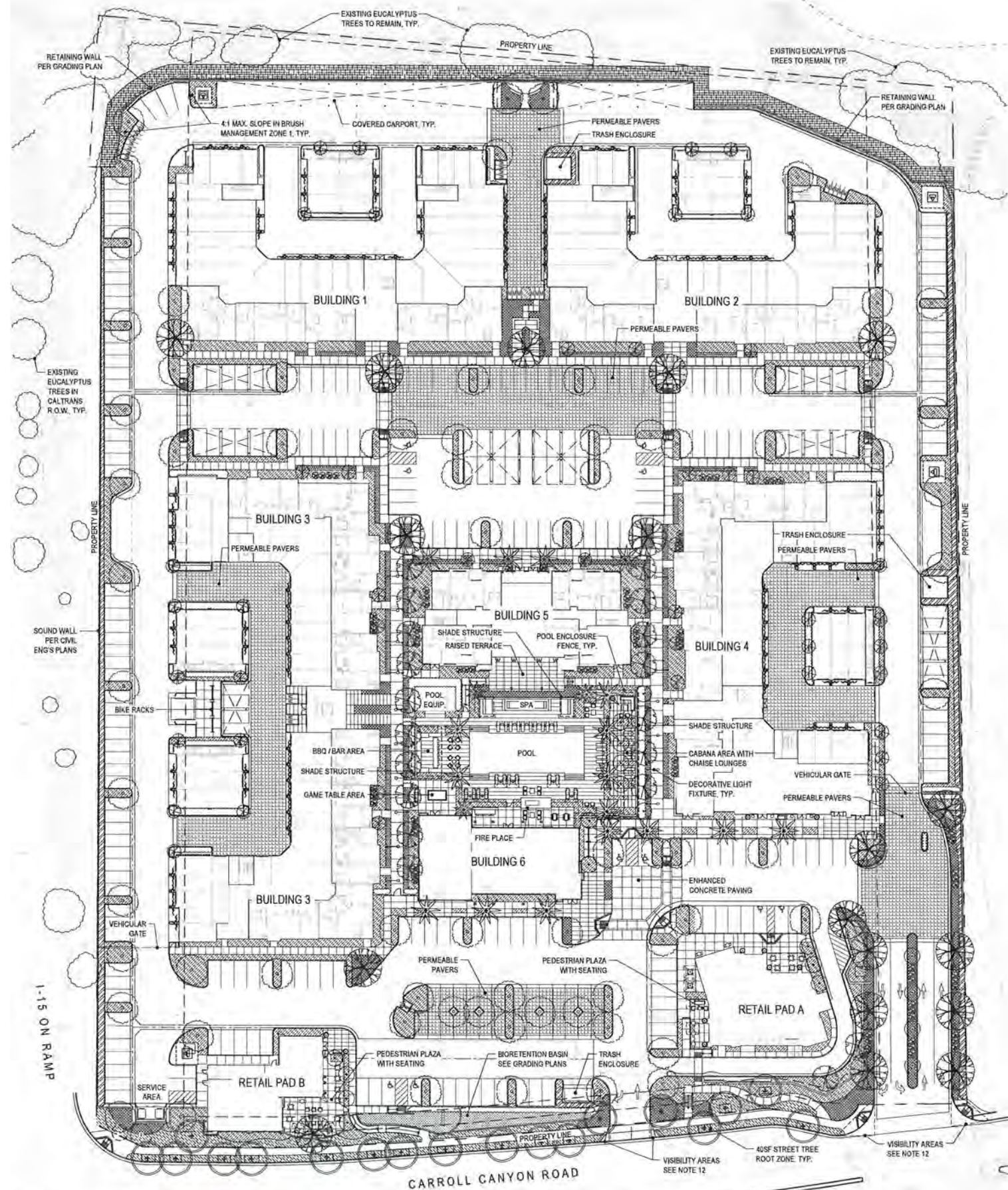


2 | UNIT CA (UPPER)  
SCALE: 1/4" = 1'-0"



1 | UNIT CA (LOWER)  
SCALE: 1/4" = 1'-0"





PLANT MATERIAL LEGEND

- Existing Eucalyptus Trees To Remain**  
 1 - 35H x 20W x 15' CALIFER  
 2 - 40H x 25W x 20' CALIFER
- Large Deciduous Canopy Tree:**  
 MATURE SIZE: 20'-50' TALL x 20'-30' WIDE, FORM: SPREADING, 36" BOX SIZE, SUCH AS:  
 FICUS RUBIGINOSA (RUSTY FIG)  
 KOELBUTERIA BIPINNATA (CHINESE FLAME TREE)  
 PLATANUS RACEMOSA (CALIFORNIA SYCAMORE)  
 QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)  
 ULMUS PARVIFLORA 'TRUE GREEN' (TRUE GREEN CHINESE ELM)
- Medium Flowering Accent Tree:**  
 MATURE SIZE: 15'-20' TALL x 15'-20' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS:  
 CALODENDRON CAPEENSE (CAPE CHESTNUT)  
 LAGERSTROEMIA INDICA x FAUREI CULTIVARS (CRAPE MYRTLE)  
 TASEBUA IPE (PINK TRUMPET TREE)
- Evergreen Parking Lot Shade Tree**  
 MATURE SIZE: 20'-40' TALL x 15'-25' WIDE, FORM: SPREADING, 36" BOX SIZE, SUCH AS:  
 ARBUTUS MARINA (MARINA STRAWBERRY TREE)  
 QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)  
 ULMUS PARVIFLORA 'TRUE GREEN' (TRUE GREEN CHINESE ELM)
- Evergreen Community Theme Tree**  
 MATURE SIZE: 20'-50' TALL x 20'-30' WIDE, FORM: UPRIGHT, 24" BOX SIZE, SUCH AS:  
 EUCALYPTUS CITRIFLORA (LEMON-SCENTED GUM)  
 EUCALYPTUS FICIFOLIA (RED FLOWERED GUM)  
 EUCALYPTUS TORQUATA (CORAL GUM)
- Medium Evergreen Canopy Tree at Pedestrian Promenade**  
 MATURE SIZE: 20'-30' TALL x 20'-30' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS:  
 ARBUTUS MARINA (MARINA STRAWBERRY TREE)  
 ELAEAGARBUS DECIPENS (JAPANESE BLUEBERRY TREE)  
 MAGNOLIA GRANDIFLORA ST. MARY (ST. MARY MAGNOLIA)
- Vertical Evergreen Tree / Large Shrub**  
 MATURE SIZE: 15'-30' TALL x 15'-15' WIDE, 15 GALLON & 24" BOX SIZE, SUCH AS:  
 CORDYLINE AUSTRALIS (ICE PLANT)  
 HYMENOSPORUM FLAVUM (SWEET SHADE)  
 STRELTZIA NIDOLAJ (GIANT BIRD OF PARADISE)
- Palm Accent Trees at Retail Building Façades**  
 27" BTH SIZE, SUCH AS:  
 ARCHONTOPHOENIX CUNNINGHAMIANA (KING PALM)  
 PHOENIX DACTYLIFERA (DATE PALM)
- Tall Evergreen Screening Hedge (6' Tall Min.):**  
 5 GALLON SIZE, SUCH AS:  
 ELAEAGARBUS DECIPENS (JAPANESE BLUEBERRY)  
 LIGUSTRUM JAPONICUM TEXANUM (TEXAS PRIVET)  
 MELALEUCA NESOPHILA (PINK MELALEUCA)  
 FITTOSPORUM T. 'SILVER SHEEN' (SILVER SHEEN FITTOSPORUM)  
 PODOCARPUS MACROPHYLLUS (SHRUBBY YEW PINE)
- Medium Height Evergreen Screening Hedge:**  
 MATURE SIZE: 3'-4' TALL x 3'-4' WIDE, FORM: UPRIGHT, 5 GALLON SIZE, SUCH AS:  
 LIGUSTRUM JAPONICUM TEXANUM (WAXLEAF PRIVET)  
 MYRTUS COMMUNIS (MYRTLE)  
 RHAPHOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN)  
 WESTRINGIA FRUTICOSA 'BLUE GEM' (BLUE GEM COAST ROSEMARY)
- Accent Plants:**  
 15 GALLON SIZE, SUCH AS:  
 AGAVE ATTENUATA (FOX TAIL AGAVE)  
 ALOE SPP.  
 FURCRAEA FOETIDA 'MEDIOPICTA' (NON)  
 MISCANTHUS TRANSMORPHOSIENSIS (EVERGREEN EULALIA)  
 PHORMIUM TENAX (NEW ZEALAND FLAX)
- Evergreen Flowering Vines:**  
 5 GALLON SIZE, SUCH AS:  
 DISTICTIS EUCCHINATORIA (RED TRUMPET VINE)  
 SOLANUM JASMINOIDES (POTATO VINE)  
 TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)
- Medium Height Evergreen Shrub:**  
 5 GALLON SIZE, SUCH AS:  
 CALLISTEMON C. 'LITTLE JOHN' (LITTLE JOHN BOTTLEBRUSH)  
 CARRISA M. 'BOXWOOD BEAUTY' (BOXWOOD BEAUTY NATAL PLUM)  
 DIETES G. VARIEGATA (STRIPED FORTNIGHT LILY)  
 PITTOSPORUM TENUIFOLIUM 'GOLF BALL' (GOLF BALL KOHUIKI)  
 RHAPHOLEPIS INDICA SPP. (INDIA HAWTHORN)  
 RHAPHOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN)  
 ROSA SPP.
- Medium Height Flowering Shrub:**  
 5 GALLON SIZE, SUCH AS:  
 BOUGAINVILLEA SPP.  
 CALLISTEMON C. 'LITTLE JOHN' (LITTLE JOHN'S BOTTLE BRUSH)  
 COLEONEMA PULCHELLUM (PINK BREATH OF HEAVEN)  
 WESTRINGIA FRUTICOSA (COAST ROSEMARY)
- Low Evergreen Foreground Plants:**  
 5 GALLON SIZE, SUCH AS:  
 CARRISA MACROCARPA 'EMERALD CARPET' (EMERALD CARPET NATAL PLUM)  
 DIANELLA SPP. (FLAX LILY)  
 SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS)  
 TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)
- Ornamental Grasses & Spreading Groundcovers:**  
 1 GALLON SIZE, SUCH AS:  
 CARRISA MACROCARPA 'TUTTLE' (TUTTLE NATAL PLUM)  
 LANTANA SPP.  
 LOMANDRA LONGIFOLIA 'BREEZE' (BREEZE DWARF MAT RUSH)  
 ROSA FLOWER CARPET (FLOWER CARPET ROSE)  
 ROSEMARY SPP.  
 SENECIO MANDRALISCAE (BLUE CHALK STICKS)  
 SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS)  
 TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)
- Bioswale Grasses:**  
 1 GALLON SIZE, SUCH AS:  
 CAREX PANSA (CALIFORNIA MEADOW SEDGE)  
 CAREX SPISSA (SAN DIEGO SEDGE)  
 MELALEUCA ROSEI (DEERGRASS)
- Low-Growing Native Plants on Disturbed Slope:**  
 MIX OF NATIVE EROSION-CONTROL HYDROSEED & 1 GALLON SIZE PLANTS, SUCH AS:  
 IVA HAYESIANA (HAYES IVA)  
 LOTUS SCOPARIUS (DEERFEED)  
 MIRABILIS CALIFORNICA (MIRABILIS BUSH)  
 STIPA PULCHRA (PURPLE STIPA)  
 STIPA CERNUA (WIDDING NEEDLEGRASS)
- Pots and Site Furnishings:**  
 ACCENT PLANTINGS IN FREE-STANDING CONTAINERS, CAFE-STYLE  
 LOOSE TABLES AND CHAIRS WITH UMBRELLAS, CHAIRS LOUNGES,  
 CONTEMPORARY BENCHES AND DEEP SEATING

LANDSCAPE NOTES

1. MINIMUM TREE SEPARATION DISTANCE: \_\_\_\_\_ 20 FEET  
 TRAFFIC SIGNAL, STOP SIGN \_\_\_\_\_ 10 FEET  
 SEWER LINES \_\_\_\_\_ 10 FEET  
 DRIVEWAYS \_\_\_\_\_ 10 FEET  
 UNDERGROUND UTILITY LINES (EXCEPT SEWER) \_\_\_\_\_ 5 FEET  
 ABOVE GROUND UTILITY STRUCTURES \_\_\_\_\_ 10 FEET  
 INTERSECTIONS (INTERSECTING CURB LINES OF 2 STREETS) \_\_\_\_\_ 25 FEET
2. ALL TREES SHALL BE PROVIDED WITH 40 SQUARE FEET ROOT ZONE AND PLANTED IN AN AIR AND WATER PERMEABLE LANDSCAPE AREA. THE MINIMUM DIMENSION (WIDTH) OF THIS AREA SHALL BE 5 FEET.
3. TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 10 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENT OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. ROOT BARRIERS WILL NOT BE WRAPPED AROUND THE ROOTBALL. ROOT BARRIERS SHALL BE BLACK, INJECTION MOLDED PANELS OF 0.065" WALL THICKNESS IN MODULES 24 INCHES LONG BY 24 INCHES DEEP, MANUFACTURED WITH A MINIMUM 50% POST-CONSUMER RECYCLED POLYPROPYLENE PLASTIC WITH ADDED ULTRAVIOLET INHIBITORS, RECYCLABLE.
4. ALL LANDSCAPE AND IRRIGATION SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CITY LANDSCAPE REGULATIONS LANDSCAPE STANDARDS, AND ALL OTHER LANDSCAPE-RELATED CITY AND REGIONAL STANDARDS.
5. TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 8 FEET ABOVE THE WALKWAY GRADE AND SO ALL BRANCHES OVER VEHICULAR TRAVEL-WAYS ARE 18 FEET ABOVE THE GRADE OF THE TRAVEL-WAY.
6. ALL GRADED, DISTURBED OR ERODED AREAS THAT WILL NOT BE PERMANENTLY PAVED OR COVERED BY STRUCTURES SHALL BE VEGETATED AND IRRIGATED.
7. ALL SLOPE AREAS 3:1 OR GREATER SHALL BE REINFORCED WITH STRAW MATS (SC 150 MANUFACTURED BY NORTH AMERICAN GREEN 1-800-473-1885 OR CITY APPROVED EQUAL).
8. ALL LANDSCAPED AREAS WILL BE WATERED WITH A PERMANENT BELOW-GRADE, FULLY AUTOMATIC IRRIGATION SYSTEM. THIS SYSTEM WILL BE CONTROLLED BY A DUAL PROGRAM ELECTRONIC TIME CLOCK AND REMOTE CONTROL VALVES. POP-UP TYPE HEADS WILL BE USED ADJACENT TO WALKWAYS AND ROADWAYS. BUBBLER HEADS WILL BE USED FOR LANDSCAPED AREAS LESS THAN 8' WIDE. THE SYSTEM WILL BE INSTALLED AS SOON AS POSSIBLE AFTER CONSTRUCTION AND PRIOR TO PLACEMENT OF PLANT MATERIALS. THE SYSTEM SHALL BE IN CONFORMANCE WITH CALIFORNIA'S AB 1881 MODEL WATER EFFICIENT CONSERVATION ORDINANCE.
9. IRRIGATION WILL BE DESIGNED AND INSTALLED WITH THE NECESSARY APPURTENANCES TO UTILIZE RECYCLED WATER. ALL NECESSARY PIPING TO CONNECT TO THE RECYCLED WATER SYSTEM WILL BE INSTALLED AND THE SYSTEM WILL BE DESIGNED TO AVOID ANY CROSS CONNECTION BETWEEN THE RECYCLED AND DOMESTIC SYSTEMS. A SEPARATE RECYCLED WATER IRRIGATION SERVICE WILL BE INSTALLED.
10. ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY THE OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED IN A FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PLANT.
11. NO TREES OR SHRUBS EXCEEDING THREE (3) FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN TEN (10) FEET OF ANY WATER OR SEWER FACILITIES.
12. ALL REQUIRED PLANTING AREAS AND ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL BE COVERED WITH MULCH TO A MINIMUM DEPTH OF 2 INCHES, EXCLUDING SLOPES REQUIRING REVEGETATION PER SDMC 142.0411.
13. NO FENCES/SHRUBS HIGHER THAN 38 INCHES SHALL BE LOCATED IN THE VISIBILITY AREAS OF THE PROPOSED DRIVEWAYS AND STREET INTERSECTIONS.

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LANDSCAPE DEVELOPMENT PLAN

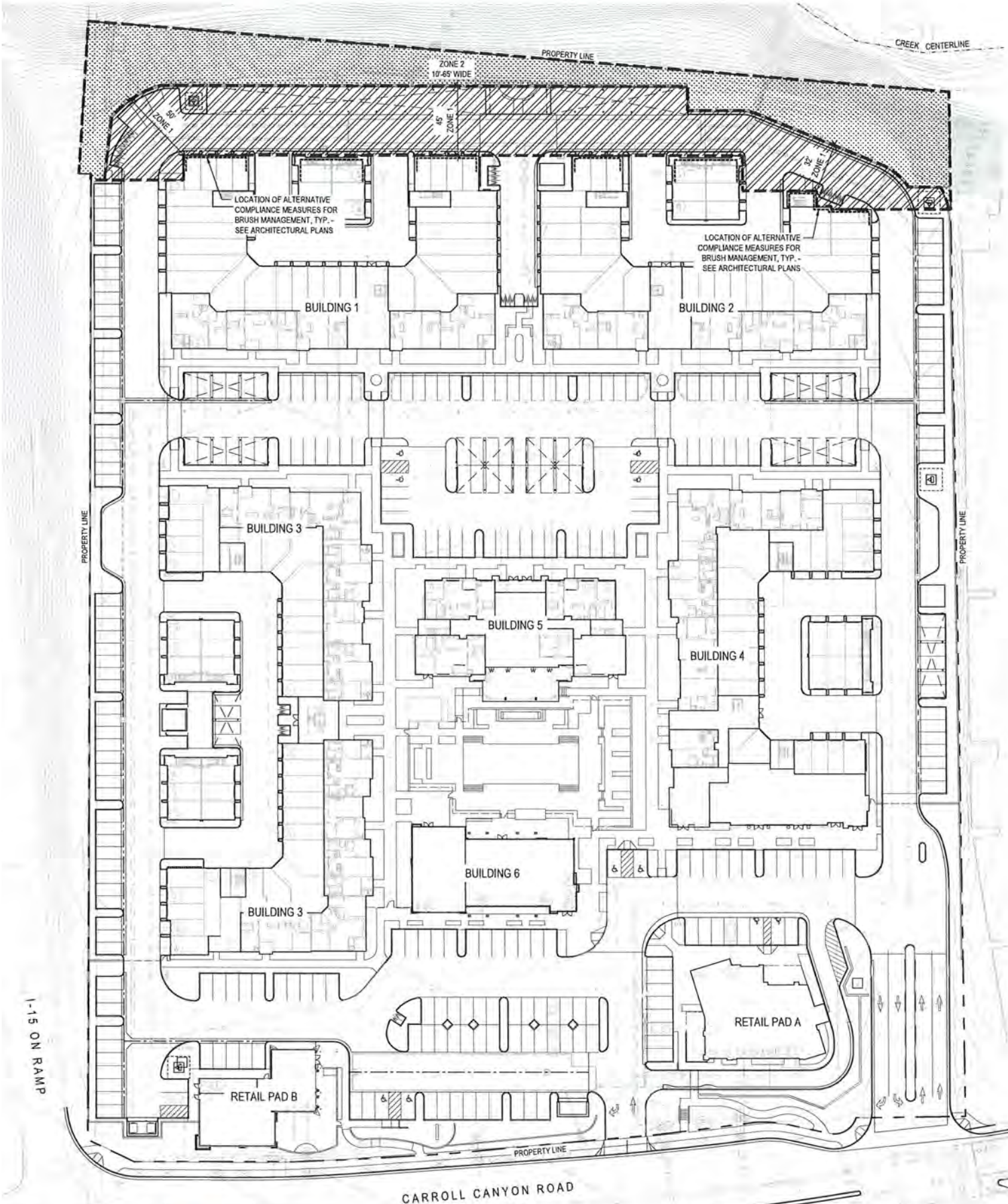
**Carroll Canyon Mixed-Use**  
 9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131

2014.10199

**L 1.1**

August 30, 2016





**BRUSH MANAGEMENT PROGRAM**

ZONE 1 AND ZONE 2 HAVE BEEN PROVIDED PER SDMC SECTION 142.0412. MAINTENANCE AND IMPLEMENTATION OF BOTH ZONES SHALL BE AS DESCRIBED IN THE SDMC SECTION 142.0412, LANDSCAPE STANDARDS SECTION II, AND AS LISTED BELOW. LONG TERM MAINTENANCE AND MONITORING OF THE BRUSH MANAGEMENT ZONES SHALL BE THE RESPONSIBILITY OF THE OWNER. THINNING AND PRUNING SHALL BE PERFORMED ANNUALLY BY THE OWNER.

**BRUSH MANAGEMENT REQUIREMENTS**

BASIC REQUIREMENTS - ALL ZONES:

1. DEBRIS AND TRIMMINGS PRODUCED BY THINNING AND PRUNING SHALL BE REMOVED FROM THE SITE OR IF LEFT, SHALL BE CONVERTED INTO MULCH BY A CHIPPING MACHINE AND EVENLY DISPERSED, NON-IRRIGATION, TO A MAXIMUM DEPTH OF 6 INCHES.
2. TREES AND LARGE TREE FORM SHRUBS (E.G., OAKS, SUMAC, TOYON) WHICH ARE BEING RETAINED SHALL BE PRUNED TO PROVIDE CLEARANCE OF THREE TIMES THE HEIGHT OF THE UNDER STORY PLANT MATERIAL OF SIX FEET WHICHEVER IS HIGHER. DEAD AND EXCESSIVELY TWIGGY GROWTH SHALL ALSO BE REMOVED.
3. ALL PLANTS OR PLANT GROUPINGS EXCEPT CACTI, SUCCULENTS, TREES AND TREE-FORM SHRUBS SHALL BE SEPARATED BY A DISTANCE THREE TIMES THE HEIGHT OF THE TALLEST ADJACENT PLANTS.
4. MAXIMUM COVERAGE AND AREA LIMITATIONS AS STATED HEREIN SHALL NOT APPLY TO INDIGENOUS NATIVE TREE SPECIES (I.E., PINUS, QUERCUS, PLATANUS, SALIX AND POPULUS).

ZONE ONE REQUIREMENTS:

1. THE REQUIRED ZONE ONE WIDTH SHALL BE PROVIDED BETWEEN NATIVE OR NATURALIZED VEGETATION AND ANY STRUCTURE AND SHALL BE MEASURED FROM THE EXTERIOR OF THE STRUCTURE TO THE VEGETATION.
2. ZONE ONE SHALL CONTAIN NO HABITABLE STRUCTURES, STRUCTURES THAT ARE DIRECTLY ATTACHED TO HABITABLE STRUCTURES, OR OTHER COMBUSTIBLE CONSTRUCTION THAT PROVIDES A MEANS FOR TRANSMITTING FIRE TO THE HABITABLE STRUCTURES. STRUCTURES SUCH AS FENCES, WALLS, PALAPAS, PLAY STRUCTURES AND NON-HABITABLE GAZEBOS THAT ARE LOCATED WITHIN BRUSH MANAGEMENT ZONE ONE SHALL BE OF NONCOMBUSTIBLE, ONE HOUR FIRE-RATED OR HEAVY TIMBER CONSTRUCTION.
3. PLANTS WITHIN ZONE ONE SHALL BE PRIMARILY LOW-GROWING AND LESS THAN 4 FEET IN HEIGHT WITH THE EXCEPTION OF TREES. PLANTS SHALL BE LOW-FUEL AND FIRE-RESISTIVE. REFER TO PLANT MATERIAL LEGEND AT LEFT FOR PLANT MATERIAL WITHIN THE BRUSH MANAGEMENT ZONES.
4. TREES WITHIN ZONE ONE SHALL BE LOCATED AWAY FROM STRUCTURES TO A MINIMUM DISTANCE OF 10 FEET AS MEASURED FROM THE STRUCTURES TO THE DRIP LINE OF THE TREE AT MATURITY IN ACCORDANCE WITH THE LANDSCAPE STANDARDS OF THE LAND DEVELOPMENT MANUAL.
5. PERMANENT IRRIGATION IS REQUIRED FOR ALL PLANTING AREAS WITHIN ZONE ONE EXCEPT AS FOLLOWS:
  - a. WHEN PLANTING AREAS CONTAIN ONLY SPECIES THAT DO NOT GROW TALLER THAN 24 INCHES IN HEIGHT, OR
  - b. WHEN PLANTING AREAS CONTAIN ONLY NATIVE OR NATURALIZED SPECIES THAT ARE NOT SUMMER-DORMANT AND HAVE A MAXIMUM HEIGHT AT PLANT MATURITY OF LESS THAN 24 INCHES.
6. ZONE ONE IRRIGATION OVER SPRAY AND RUNOFF SHALL NOT BE ALLOWED INTO ADJACENT AREAS OF NATIVE OR NATURALIZED VEGETATION.
7. ZONE ONE SHALL BE MAINTAINED ON A REGULAR BASIS BY PRUNING AND THINNING PLANTS, CONTROLLING WEEDS, AND MAINTAINING IRRIGATION SYSTEMS.
8. DO NOT USE, AND REMOVE IF NECESSARY, HIGHLY FLAMMABLE PLANT MATERIALS.
9. TREES SHOULD NOT BE LOCATED ANY CLOSER TO A STRUCTURE THAN A DISTANCE EQUAL TO THE TREE'S MATURE SPREAD.
10. MAINTAIN ALL PLANTINGS IN A SUCCULENT CONDITION.
11. NON-IRRIGATED PLANT GROUPINGS OVER SIX INCHES IN HEIGHT MAY BE RETAINED PROVIDED THEY DO NOT EXCEED 100 SQUARE FEET IN AREA AND THEIR COMBINED COVERAGE DOES NOT EXCEED 10 PERCENT OF THE TOTAL ZONE ONE AREA.

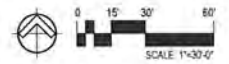
ZONE TWO REQUIREMENTS:

1. THE REQUIRED ZONE TWO WIDTH SHALL BE PROVIDED BETWEEN ZONE ONE AND THE UNDISTURBED, NATIVE OR NATURALIZED VEGETATION, AND SHALL BE MEASURED FROM THE EDGE OF ZONE ONE THAT IS FARTHEST FROM THE HABITABLE STRUCTURE TO THE EDGE OF UNDISTURBED VEGETATION.
2. NO STRUCTURES SHALL BE CONSTRUCTED IN ZONE TWO.
3. WITH ZONE TWO, 50% OF THE PLANTS OVER 24 INCHES IN HEIGHT SHALL BE CUT AND CLEARED TO A HEIGHT OF 6 INCHES.
4. WITHIN ZONE TWO, ALL PLANTS REMAINING AFTER 50% ARE REDUCED IN HEIGHT, SHALL BE PRUNED TO REDUCE FUEL LOADING IN ACCORDANCE WITH THE LANDSCAPE STANDARDS IN THE LAND DEVELOPMENT MANUAL. NON-NATIVE PLANTS SHALL BE PRUNED BEFORE NATIVE PLANTS ARE PRUNED.
5. ZONE TWO SHALL BE MAINTAINED ON A REGULAR BASIS BY PRUNING AND THINNING PLANTS, REMOVING INVASIVE SPECIES, AND CONTROLLING WEEDS.
6. PLANTS SHALL NOT BE CUT BELOW SIX INCHES.
7. INDIVIDUAL NON-IRRIGATED PLANT GROUPINGS OVER 24 INCHES IN HEIGHT MAY BE RETAINED PROVIDED THEY DO NOT EXCEED 400 SQUARE FEET IN AREA AND THEIR COMBINED COVERAGE DOES NOT EXCEED 30 PERCENT OF THE TOTAL ZONE TWO AREA.

**BRUSH MANAGEMENT PLANT MATERIAL**

ZONE ONE:

ALL LANDSCAPE AREAS IN ZONE ONE SHALL BE IRRIGATED WITH PERMANENT SUBSURFACE IN LINE DRIP SYSTEM  
 ZONE ONE SHALL CONSIST OF 1 GALLON SIZE, LOW GROWING (4 FEET OR LESS), LOW FUEL AND FIRE RESISTANT PLANTS SUCH AS:  
 AGAVE ATTENUATA (FOX TAIL AGAVE)  
 CARRISA MACROCARPA 'BOXWOOD BEAUTY' (BOXWOOD BEAUTY NATAL PLUM)  
 JUNIPERUS SABINA 'TAMARISCIFILIA' (TAM JUNIPER)  
 RHAPIDOLEPIS UMBELLATA 'MINDR' (DWARF YEDDO HAWTHORN)  
 SENECHO MANORALISCAE (BLUE PICKLE)



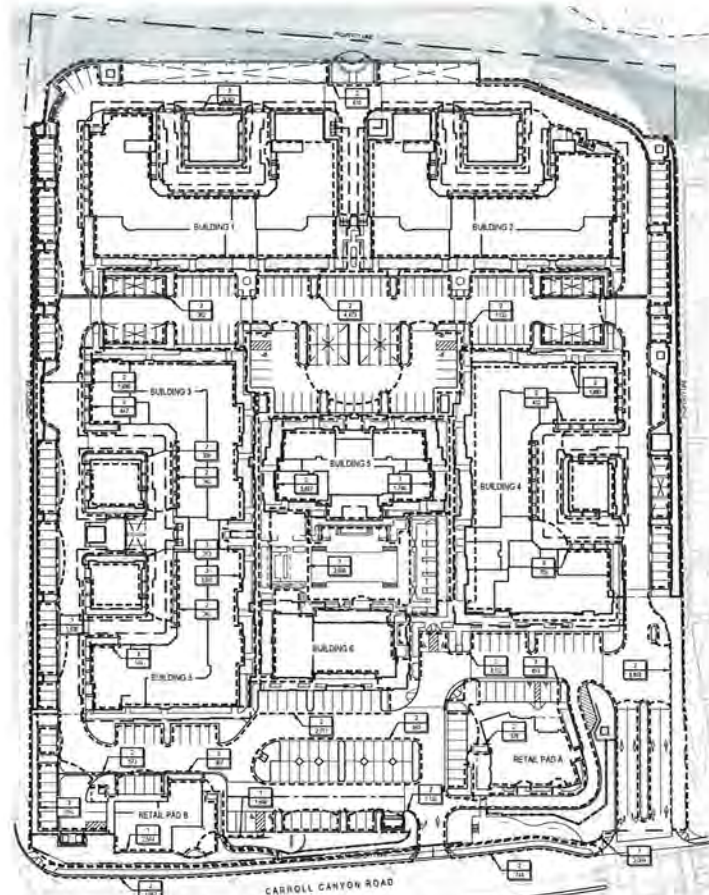
**GROUNDLEVEL**  
 Landscape Architecture  
 2801 Main Street, Suite B  
 San Diego, CA 92108  
 (619) 543-1999  
 glevel@groundlevel.com

**Sudberry Properties**  
 Sudberry Development Inc.  
 5465 Morehouse Drive, Suite 260  
 San Diego, CA 92121-4714  
 T 858.546.3000 F 858.546.3009

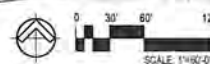
**BRUSH MANAGEMENT PLAN**

**Carroll Canyon Mixed-Use**  
 9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
 2014.10199  
**L 1.2**  
 August 30, 2016





HYDROZONE DIAGRAM



HYDROZONE LEGEND



HYDROZONE	IRRIGATION WATER USE CLASSIFICATION	MICRO CLIMATE	AREA (SF)	% AREA	
1	SHRUBS IRRIGATED WITH MP ROTATORS	MODERATE	SUN	7,456 SF	13%
2	SHRUBS IRRIGATED WITH SUBSURFACE DRIP	MODERATE	SUN	36,103 SF	61%
3	SHRUBS IRRIGATED WITH SUBSURFACE DRIP	MODERATE	SHADE	16,376 SF	28%
TOTAL			59,935 SF	100%	

IRRIGATION WATER ANALYSIS

PROJECT ET-0 51 LA: 59,935 SLA 0 PF 0.4 IE - ROTATORS, 0.8 / DRIP 0.9

MAXIMUM APPLIED WATER ALLOWANCE (GALLONS PER YEAR):

$$MAWA = (ET \times 0.62) \times [(0.55 \times LA) + (0.45 \times SLA)] = 1,642,330 \text{ GPY}$$

ESTIMATED APPLIED WATER USED (GALLONS PER YEAR):

$$EWU = (ET \times 0.62) \times [(LA \times PF) + SLA] = 855,384 \text{ GPY}$$

HYDROZONE 1: SHRUBS IRRIGATED WITH MP ROTATORS (SUN)

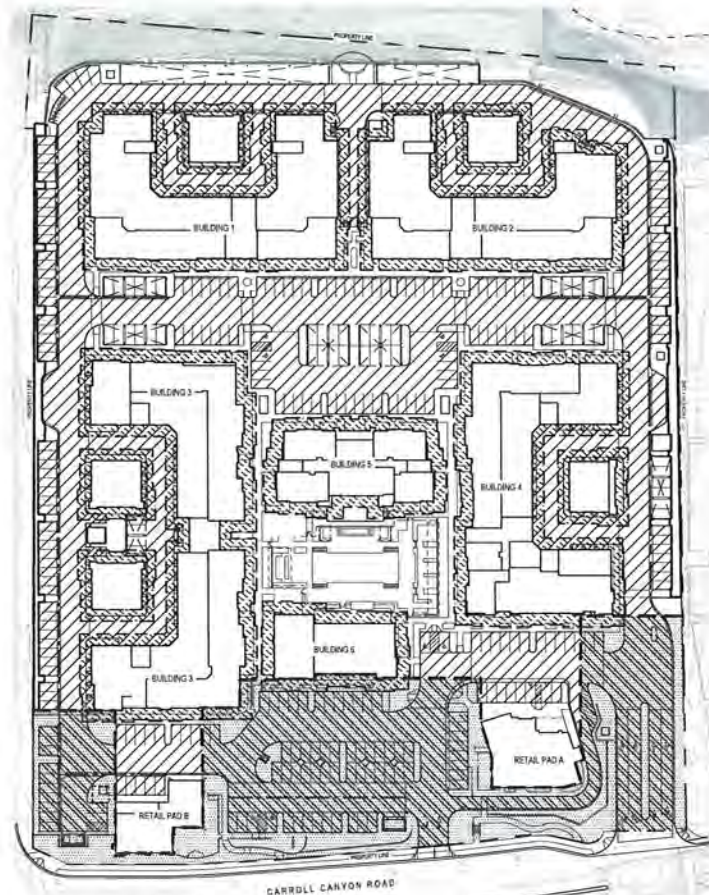
$$EWU = (51 \times 0.62) \times (7,456 \times 0.4) \times 0.8 = 117,879 \text{ GPY}$$

HYDROZONE 2: SHRUBS IRRIGATED WITH SUBSURFACE DRIP (SUN)

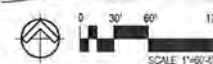
$$EWU = (51 \times 0.62) \times (36,103 \times 0.4) \times 0.8 = 507,368 \text{ GPY}$$

HYDROZONE 3: SHRUBS IRRIGATED WITH SUBSURFACE DRIP (SHADE)

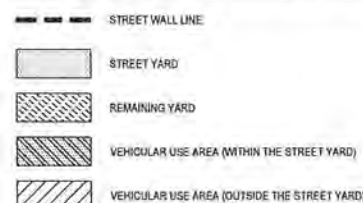
$$EWU = (51 \times 0.62) \times (16,376 \times 0.4) \times 0.9 = 230,137 \text{ GPY}$$



LANDSCAPE CALCULATIONS DIAGRAM



LANDSCAPE CALCULATIONS DIAGRAM LEGEND



LANDSCAPE CALCULATIONS

City of San Diego  
Development Services  
122 First Ave., MS 301  
San Diego, CA 92101-4154  
619 443-3000

**Landscape Calculations Worksheet**  
Industrial Development in RM and C Zones  
Commercial Development in All Zones

Provide the following information on the Landscape Plan. The Landscape Calculations determine the planting area and points required by the Landscape Regulations, Chapter 14, Article 2, Division 4 of the Land Development Code.

**STREET WALL:**

Industrial and Commercial Development (except Auto Service Stations; see below):

Planting Area Required (142.0404)	Planting Area Provided	Excess Area Provided
Total Area: 65,477 sq. ft. x 0.25% = 17,369 sq. ft.	23,474 sq. ft.	6,105 sq. ft.

Planting Points Required (142.0404)

Plant Points Required (142.0404)	Plant Points Provided - To be achieved with trees only	Excess Points Provided
Total Area: 65,477 sq. ft. x 0.01% = 3,474 points	3,510 points	36 points

Auto Service Stations Only

Planting Area Required (142.0404(2))	Planting Area Provided	Excess Area Provided
Total Area: sq. ft. x 0.15% =	sq. ft.	sq. ft.

Plant Points Required (142.0404(2))

Plant Points Required (142.0404(2))	Plant Points Provided	Excess Points Provided
Total Area: sq. ft. x 0.01% =	points	points

Note: All required Street Wall planting areas located outside the Vehicular Use Area (VUA) except for auto service stations may consist of landscape or installed site features, including the minimum area required for trees. (142.0404(1))

Present on recycled paper. Visit our web site at [www.sandiego.gov/development-services](http://www.sandiego.gov/development-services). Upon request, this information is available in alternative formats for persons with disabilities. 05-9 (03-06)

City of San Diego  
Development Services  
122 First Ave., MS 301  
San Diego, CA 92101-4154  
619 443-3000

**Landscape Calculations Worksheet**  
Vehicular Use Areas (VUA)

Provide the following information on the Landscape Plan. The Landscape Calculations determine the planting area and points required by the Landscape Regulations, Chapter 14, Article 2, Division 4 of the Land Development Code.

One tree (minimum 24 inch tree size) is required within 35 ft. of each parking space (if given trees are used, use plant species 4.8' minimum trunk height & minimum width 15 ft. for each parking space)

**VEHICULAR USE AREA (4,638 sq ft) (142.0404)**

Planting Area Required: provide 48 sq. ft. per tree (with no dimension less than 5')

Plant Points Required	Plant Points Provided	Excess Points Provided
Total VUA: sq. ft. x 0.01% =	points	points

Points achieved through trees (at least 10):

Plant Points Provided	Plant Points Provided	Points Provided with Trees (at least 10)
VUA inside Street Yard: 41,708 sq. ft. x 0.01% = 2,085 points	4,640 sq. ft.	2,855 sq. ft.
VUA inside Street Yard: 115,972 sq. ft. x 0.01% = 3,476 points	7,092 sq. ft.	3,563 sq. ft.
VUA inside Street Yard: 41,708 sq. ft. x 0.01% = 2,085 points	2,850 points	2,090 points
VUA outside Street Yard: 115,972 sq. ft. x 0.01% = 3,476 points	4,115 points	2,950 points

**TEMPORARY VEHICULAR USE AREA (VUA)**

Planting Area Required	Planting Area Provided
Length of Public Right-of-Way adjacent to VUA: ft. x 2 ft. =	sq. ft.

Provide planting area between: Public Right-of-Way and VUA.  
Plant with evergreen shrubs.  
Shrubs must achieve a minimum height of 30" within 2 years of installation over at least 50% of the required planting area.

**ADDITIONAL YARD PLANTING AREA - SANITARY REQUIREMENTS**

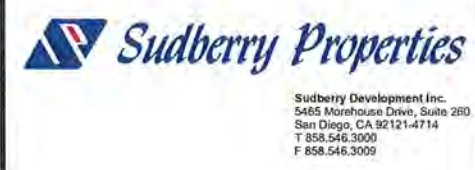
If any of the requirements of Landscape Regulations, Section 142.0405 (a) 1, 2, or 3 apply to your project, provide a written summary explaining how requirements are being met.

Present on recycled paper. Visit our web site at [www.sandiego.gov/development-services](http://www.sandiego.gov/development-services). Upon request, this information is available in alternative formats for persons with disabilities. 05-9 (03-06)

STREET TREE CALCULATION:  
TOTAL LENGTH OF STREET FRONTAGE: 575 LF  
STREET TREES REQUIRED: 19 TREES  
STREET TREES PROVIDED: 19 TREES

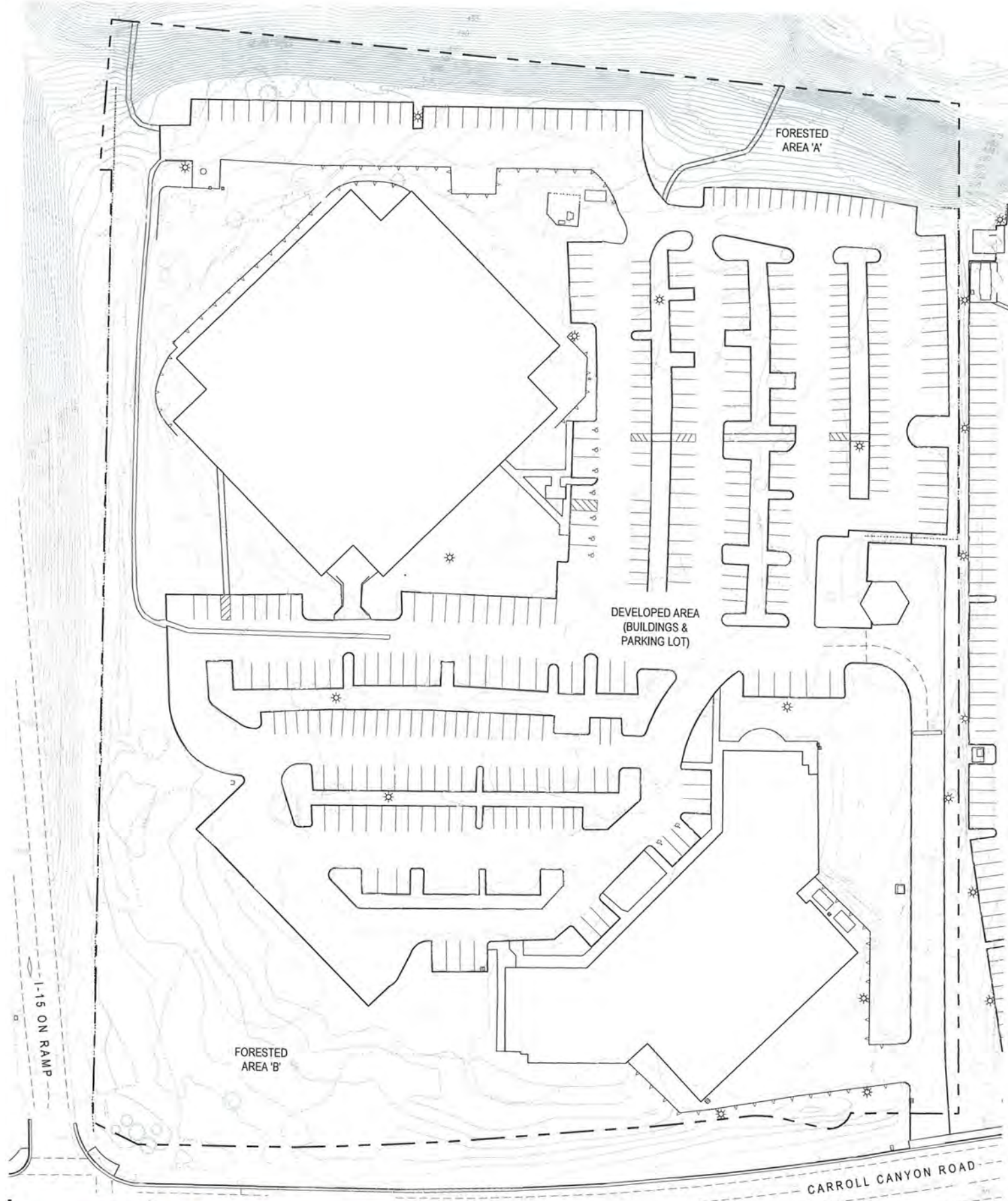
**MULTIPLE DWELLING UNIT DEVELOPMENT - REMAINING YARD**  
REMAINING YARD IS DEFINED AS A 10' WIDE BAND AROUND EACH MULTIPLE DWELLING UNIT BUILDING. THE MINIMUM REQUIRED PLANTING AREA FOR EACH BUILDING IS 30% OF THE TOTAL REMAINING YARD AREA. THE MINIMUM REQUIRED POINTS FOR EACH BUILDING IS 0.05 POINTS PER SQUARE FOOT OF THE TOTAL REMAINING YARD.

BUILDING	PLANTING AREA REQUIRED	PLANTING AREA PROVIDED	EXCESS AREA PROVIDED	PLANTING POINTS REQUIRED	PLANTING POINTS PROVIDED	EXCESS POINTS PROVIDED
BUILDING 1	11,151 SF	3,345 SF	3,353 SF	8 SF	558 PTS.	666 PTS.
BUILDING 2	10,647 SF	3,194 SF	3,448 SF	254 SF	532 PTS.	1,049 PTS.
BUILDING 3	16,129 SF	4,630 SF	3,828 SF	787 SF	866 PTS.	1,656 PTS.
BUILDING 4	11,495 SF	3,449 SF	4,090 SF	642 SF	575 PTS.	1,420 PTS.
BUILDING 5	4,891 SF	1,497 SF	2,892 SF	1,425 SF	245 PTS.	1,176 PTS.
BUILDING 6	4,006 SF	1,202 SF	1,440 SF	238 SF	200 PTS.	437 PTS.



**Carroll Canyon Mixed-Use**  
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
2014.10199  
August 30, 2016



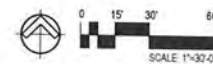


**EUCALYPTUS TREE INVENTORY**

AREA	TREES 8" DIA. & LARGER	TREES BEING REMOVED
FORESTED AREA 'A'	57	43
FORESTED AREA 'B'	51	49
DEVELOPED AREA	125	125

**PRESERVATION OF EUCALYPTUS TREES**

THE PROJECT IS DESIGNED TO VISUALLY INTEGRATE WITH THE SURROUNDING SCRIPPS RANCH COMMUNITY THROUGH THE PLANTING OF NEW EUCALYPTUS TREES ALONG THE PROJECT'S STREET FRONTAGE. WHILE PRESERVATION OF THE EXISTING EUCALYPTUS TREES WITHIN THE SITE IS NOT FEASIBLE DUE TO THE EXTENSIVE GRADING REQUIRED BY THE DEVELOPMENT FOOTPRINT, THE ADDITION OF NEW EUCALYPTUS TREES ALONG CARROLL CANYON ROAD WILL HELP TO ENSURE THE PROJECT MEETS THE DESIGN OBJECTIVES AND SPIRIT OF THE COMMUNITY PLANS DESIGN ELEMENT AND TRANSPORTATION SECTIONS.



**GROUNDLEVEL**  
Landscape Architecture  
2605 Stone Street, Suite #  
San Diego, CA 92108  
(619) 315-1900  
groundlevel.com  
(FORMERLY NIDWEL & ASSOCIATES)

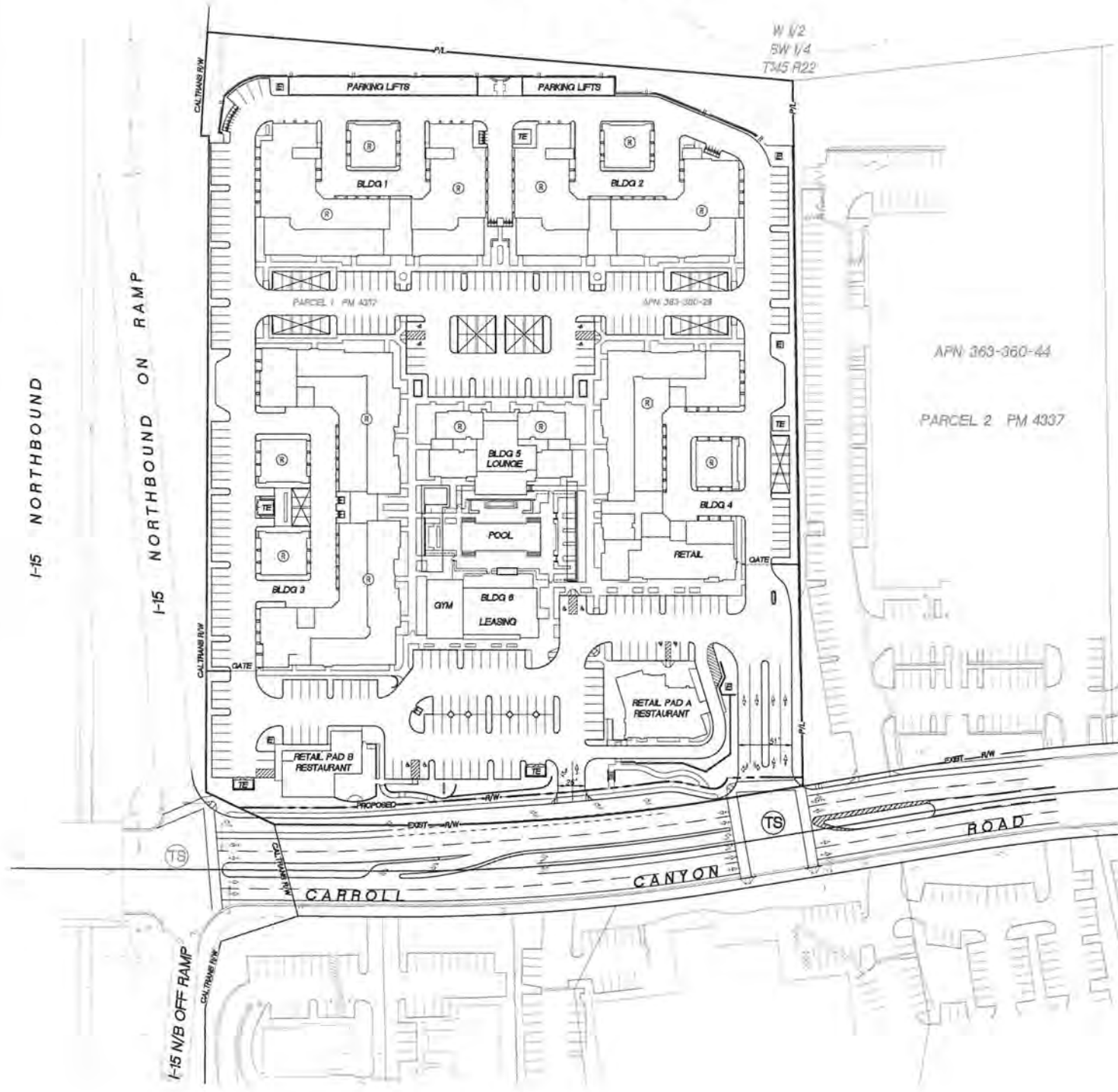
**Sudberry Properties**

Sudberry Development Inc.  
5465 Morehouse Drive, Suite 260  
San Diego, CA 92121-4714  
T 858.546.3000  
F 858.546.3009

**INVENTORY OF EXISTING EUCALYPTUS TREES**

**Carroll Canyon Mixed-Use**  
9850 CARROLL CANYON ROAD, SAN DIEGO, CA 92131  
2014.10199  
**L 1.4**  
August 30, 2016

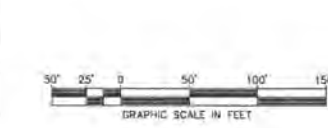
# VESTING TENTATIVE MAP 979190 CARROLL CANYON MIXED USE CITY OF SAN DIEGO



I-15 NORTHBOUND ON RAMP

I-15 NORTHBOUND ON RAMP

I-15 N/B OFF RAMP



### LEGEND

ITEM	SYMBOL
PROPERTY LINE / T/W BOUNDARY P/L	---
RIGHT-OF-WAY R/W	---
EXISTING CONTOUR	~
PROPOSED CONTOUR	~
CUT/FILL SLOPE (2:1 MAX)	---
DAYLIGHT LINE	---
TOP OF CURB ELEVATION	TS
FLOWLINE ELEVATION	FL
FINISH SURFACE ELEVATION	FS
FINISH GRADE ELEVATION	FE
EXISTING ELEVATION	(58.00)
FLOW DIRECTION AND SLOPE	→ 2.5%
6" CONC. CURB	---
6" CONC. CURB & GUTTER	---
SEWER	---
PROPOSED SIGNALIZED INTERSECTION	TS
EXISTING SIGNALIZED INTERSECTION	TS
PEDESTRIAN RAMP	---
RESIDENTIAL UNIT	---
TRASH ENCLOSURE	---
ELECTRICAL TRANSFORMER/EQUIPMENT	---

### ABBREVIATIONS

AB	AGGREGATE BASE	NO	NUMBER
AC	ASPHALT CONCRETE	NTS	NOT TO SCALE
CF	CURB FACE	PA	PLANTING AREA
CL	CENTERLINE	PE	PEDESTRIAN
CONC	CONCRETE	RM	RECYCLED WATER
C&G	CURB AND GUTTER	R/W	RIGHT-OF-WAY
DWG	DRAWING	STD	STANDARD
EA	EACH	SMH	SEWER MANHOLE
EX	EXISTING	SW	SEWER
FF	FINISH FLOOR	TB	THRUST BLOCK
FL	FLOWLINE	TB	TO BE VACATED
FS	FINISHED SURFACE	TC	TOP OF CURB
FG	FINISHED GRADE	TD	TOP OF DITCH
FTG	FOOTING	TO	TOP OF GRADE
GB	GRADE BREAK	TOP	TOP OF BASON
HP	HIGH POINT	TOS	TOP OF SLOPE
I	INVERT ELEVATION	TS	TOP OF SLOPE
MAX	MAXIMUM	TW	TOP OF WALL
MIN	MINIMUM	TYP	TYPICAL

### TOPOGRAPHY SOURCE

TOPOGRAPHIC INFORMATION SHOWN HEREON IS BY AEROTECH PHOTOS DATED AUGUST 10, 2011 FIELD VERIFIED BY ENGINEER OF WORK ON JANUARY 2015

### BENCHMARK

THE BENCHMARK USED FOR THIS SURVEY IS THE CITY OF SAN DIEGO BENCHMARK NO. 129, BEING A BRASS PLUG IN THE TOP OF CURB INLET AT THE NORTHEAST CORNER OF EASTERLY ON-RAMP TO I-15, NEAR THE INTERSECTION OF CARROLL CANYON ROAD & I-15.

ELEV. = 513.454' M.S.L. (NGVD 29)  
VERTICAL BENCH TABLE PUBLISHED JANUARY 2008, CITY OF SAN DIEGO.

### GRADING QUANTITIES

TOTAL SITE AREA	8.52 ACRES
GRADED AREA	9.0 ACRES
CUT QUANTITIES	28,000 CY
FILL QUANTITIES	4,500 CY
EXPORT	34,500 CY
MAX CUT DEPTH	9 FT
MAX FILL DEPTH	9 FT
MAX SLOPE	2:1

### SHEET INDEX

- TITLE SHEET
- EXISTING CONDITIONS
- EXISTING PLAN
- PRELIMINARY GRADING PLAN
- PRELIMINARY UTILITY PLAN
- SOUTH BASIN STORMWATER DETAIL
- NORTH BASIN STORMWATER DETAIL
- SIGHT DISTANCE AND GREEN STREETS BMP PLAN

### REFERENCE DRAWINGS

- CITY OF SAN DIEGO DWG 27941-16-B (24" RECLAIMED WATER PLAN & PROFILE)
- CITY OF SAN DIEGO DWG 27941-17-D (36" RECLAIMED WATER PLAN & PROFILE)
- CITY OF SAN DIEGO DWG 16005-1-D (SCRIPPS MIRAMAR RANCH BUSINESS PARK (MP) PLAN)
- CITY OF SAN DIEGO DWG 16005-9-D (SCRIPPS MIRAMAR RANCH BUSINESS PARK (MP) PLAN)
- PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY 16 IN SAN DIEGO COUNTY SA INTERSTATE ROUTE 15 FROM 0.30M SOUTH OF ROUTE 52/15 SEPARATION TO 1.00M NORTH OF CARNELO MOUNTAIN ROAD OVER-CROSSING AND ON ROUTE 163 FROM 0.00M NORTH OF ROUTE 162/52 SEPARATION TO ROUTE 163/15 SEPARATION.
- PARCEL MAP 4337
- MAP 7990

### MAPPING AND MONUMENTATION

ALL PROPERTY CORNERS WILL BE SET AND A PARCEL MAP WILL BE FILED UPON APPROVAL OF THE TENTATIVE MAP. A DETAILED PROCEDURE OF SURVEY WILL BE SHOWN ON THE FINAL MAP. EXISTING NUMBER OF PARCELS = 1  
PROPOSED NUMBER OF LOTS = 6

### UTILITY COMPANIES

WATER:	CITY OF SAN DIEGO
SEWER:	CITY OF SAN DIEGO
FIRE:	CITY OF SAN DIEGO
GAS & ELECTRIC:	SDG&E
TELEPHONE:	AT&T

### RELATED DISCRETIONARY PERMITS

SITE DEVELOPMENT PLAN (SDP):	979,199
PLANNED DEVELOPMENT PERMIT (PDP):	1,000,051

### OWNER

DANGER  
HORIZON PROPERTY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY  
PER DOCUMENT # 2014-0086608, RECORDED MARCH 1, 2014.  
D/O SUBBERRY DEVELOPMENT, INC.  
3465 MOREHOUSE DRIVE, SUITE 260  
SAN DIEGO, CA 92121  
PH (658) 346-3000

### APPLICANT

SUBBERRY DEVELOPMENT, INC.  
CONTACT: JEFF ROGERS  
3465 MOREHOUSE DR., SUITE 260  
SAN DIEGO, CA 92121  
PH(658) 346-3000

### LEGAL DESCRIPTION

PARCEL A:  
PARCEL 1 OF PARCEL MAP NO. 4337, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF IN BOOK OF PARCEL MAPS FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, BEING A DIVISION OF LOTS 1, 2 AND 7 OF SCRIPPS MIRAMAR RANCH BUSINESS PARK, ACCORDING TO MAP THEREOF NO. 7990 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:  
BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE ALONG THE WESTERLY BOUNDARY OF SAID PARCEL 1 NORTH 00°20'34" EAST, 23.45 FEET; THENCE LEAVING SAID WESTERLY BOUNDARY SOUTH 64°37'34" EAST, 55.39 FEET, TO THE SOUTHERLY BOUNDARY OF SAID PARCEL 1; THENCE ALONG SAID SOUTHERLY BOUNDARY, NORTH 89°40'28" WEST, 30.19 FEET TO THE POINT OF BEGINNING.

PARCEL B:  
A STRIP OF LAND 15.00 FEET WIDE OVER AND ACROSS A PORTION OF SECTION 5, TOWNSHIP 15 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO OFFICIAL PLAT THEREOF, SAID STRIP OF LAND CONTAINED WITHIN LAND DESCRIBED IN DEED TO THE STATE OF CALIFORNIA RECORDED AUGUST 8, 1973 AS FILE NO. 73-220186 OF OFFICIAL RECORDS, SAID 15.00 FEET STRIP OF LAND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID DEED, SAID CORNER ALSO BEING ON THE NORTH LINE OF SAID SECTION 5; THENCE ALONG THE NORTH BOUNDARY OF SAID SOUTH 89°58'07" EAST, 7.75 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE FOLLOWING NUMBERED COURSES: (1) CONTINUING ALONG SAID NORTH BOUNDARY SOUTH 89°58'07" EAST, 15.00 FEET TO THE NORTHEAST CORNER OF SAID DEED, (2) ALONG THE EAST BOUNDARY OF SAID DEED, ALSO BEING THE WEST BOUNDARY OF PARCEL 1 OF PARCEL MAP NO. 4337 RECORDED DECEMBER 29, 1975 AS FILE NO. 75-367111 OF OFFICIAL RECORDS, SOUTH 00°20'34" WEST, 636.67 FEET TO A POINT DISTANT 23.45 FEET ALONG SAID WEST BOUNDARY FROM THE SOUTHWEST CORNER OF SAID PARCEL MAP (3) THENCE LEAVING SAID BOUNDARY NORTH 64°37'34" WEST, 18.55 FEET; (4) ALONG A LINE THAT IS PARALLEL AND 15.00 FEET WESTERLY AT RIGHT ANGLES TO SAID BOUNDARY, NORTH 00°20'34" EAST, 628.68 FEET TO THE TRUE POINT OF BEGINNING.

### TITLE REPORT

PREPARED BY:  
CHICAGO TITLE COMPANY  
2345 NORTHSIDE DRIVE SUITE 500  
SAN DIEGO CA 92108  
PHONE: (619) 521-3400  
REPORT: ORDER NO. 12200042-US0  
DATED: FEBRUARY 2, 2015

### ZONING

EXISTING -	8.52 ACRES IP-2-1
PROPOSED -	7.71 ACRES RM-3-7 1.57 ACRES CC-2-3

### ENGINEER OF WORK

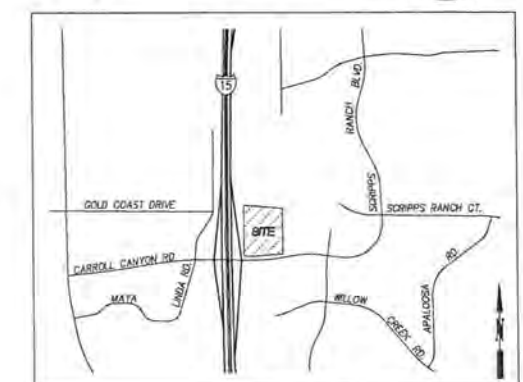
PASCO LARET SUTER & ASSOCIATES, INC.  
535 NORTH HIGHWAY 101, SUITE A  
SOLANA BEACH, CA 92075  
GREGORY W. LANG, RCE 88075  
(858) 259-8212

### DECLARATION OF RESPONSIBLE CHARGE

"I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGES OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS & PROFESSIONS CODE AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

"I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO AND THE SAN DIEGO COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN."

*Gregory W. Lang* JUN 10 2015 DATE  
GREGORY W. LANG EXP. 06-30-17  
RCE 88075 CIVIL  
EXPIRES 06-30-17



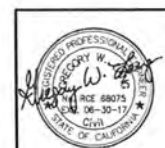
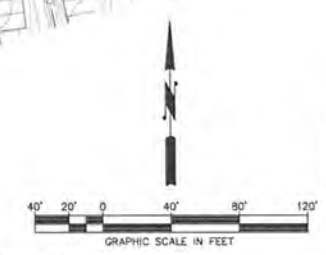
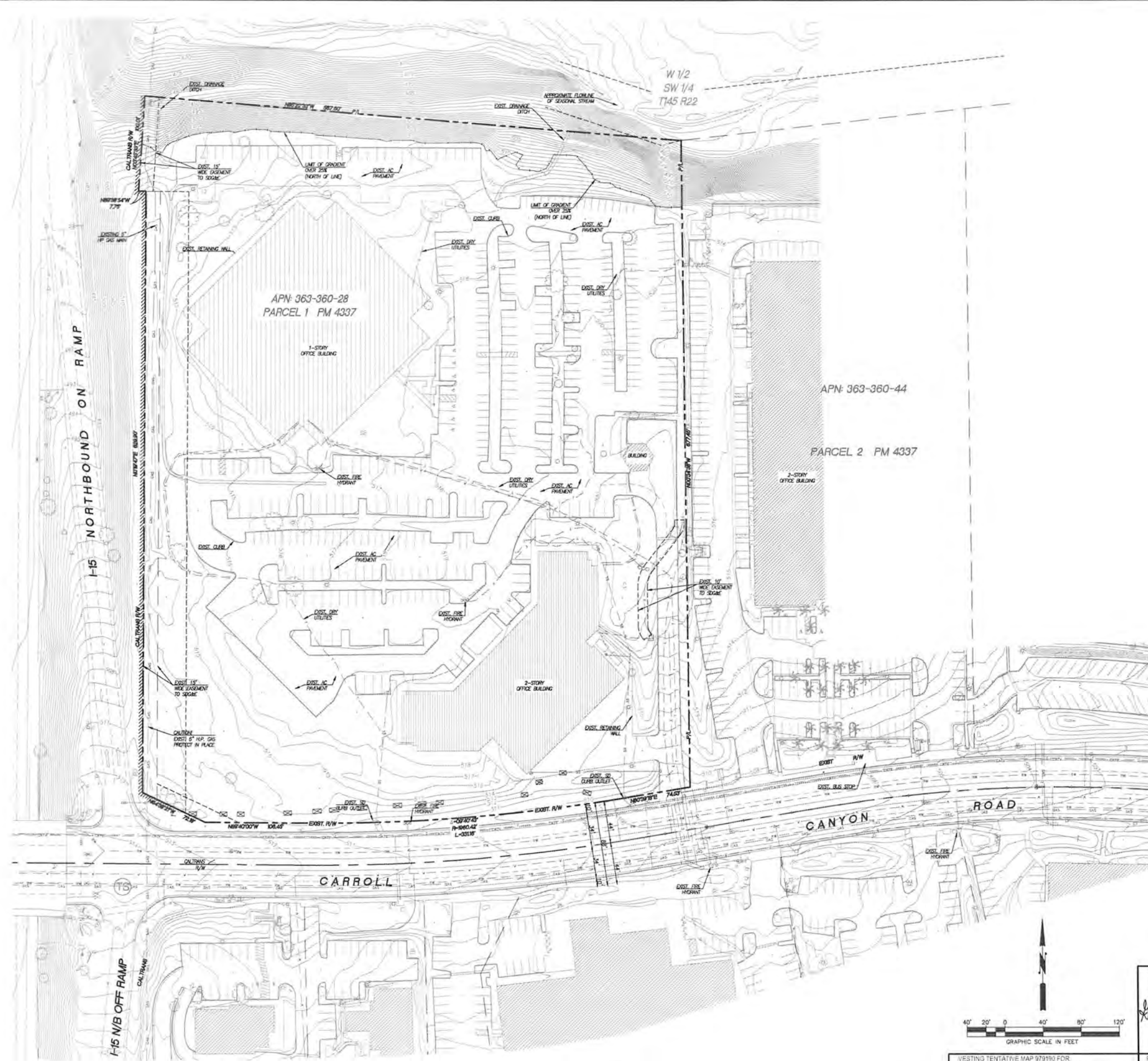
VICINITY MAP  
NOT TO SCALE

	<p>PREPARED BY: <b>PASCO LARET SUTER &amp; ASSOCIATES</b> CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING 535 North Highway 101, Ste A, Solana Beach, CA 92075 ph 858.259.8212   fx 858.259.4813   pls@engneering.com</p>	<p>REVISION 10: 08/30/16 REVISION 9: 06/10/16 REVISION 8: 10/05/15 REVISION 7: 02/18/15 REVISION 6: 07/29/13 REVISION 5: 05/28/13 REVISION 4: 05/02/13 REVISION 3: 04/07/13 REVISION 2: 12/20/12 REVISION 1: 07/30/12</p>
	<p>PROJECT ADDRESS: 9950 CARROLL CANYON ROAD SAN DIEGO, CA 92177</p>	<p>SHEET No. 1 TITLE <b>TITLE SHEET</b> SHEET 1 OF 3 ORIGINAL DATE: 11/24/11</p>

VESTING TENTATIVE MAP 979190 FOR:  
CARROLL CANYON MIXED USE  
CITY OF SAN DIEGO, CA  
THIS IS A PRELIMINARY COMMERCIAL & RESIDENTIAL DEVELOPMENT PROJECT AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE SAN DIEGO LAND DEVELOPMENT OFFICE.



ITEM	SYMBOL
PROPERTY LINE/TM BOUNDARY	---
RESTRICTED ACCESS	
PUBLIC UTILITY EASEMENT	- - - - -
FLOW DIRECTION	→
EXISTING PUBLIC WATER MAIN	—●—●—●—
EXISTING PUBLIC SANITARY SEWER MAIN	- - - - -
EXISTING PUBLIC STORM DRAIN	—○—○—○—
FIRE HYDRANT ASSEMBLY	⊕
SEWER MANHOLE	⊙
EXISTING SIGNALIZED INTERSECTION	⊙ TS
LIMIT OF SLOPE GRADIENT OVER 25%	—/—



PREPARED BY:  
**PASCO LARET SUITER & ASSOCIATES**  
 CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING  
 935 North Highway 101, Ste A, Solana Beach, CA 92093  
 ph 858.359.8212 | fx 858.259.4813 | plaseengineering.com

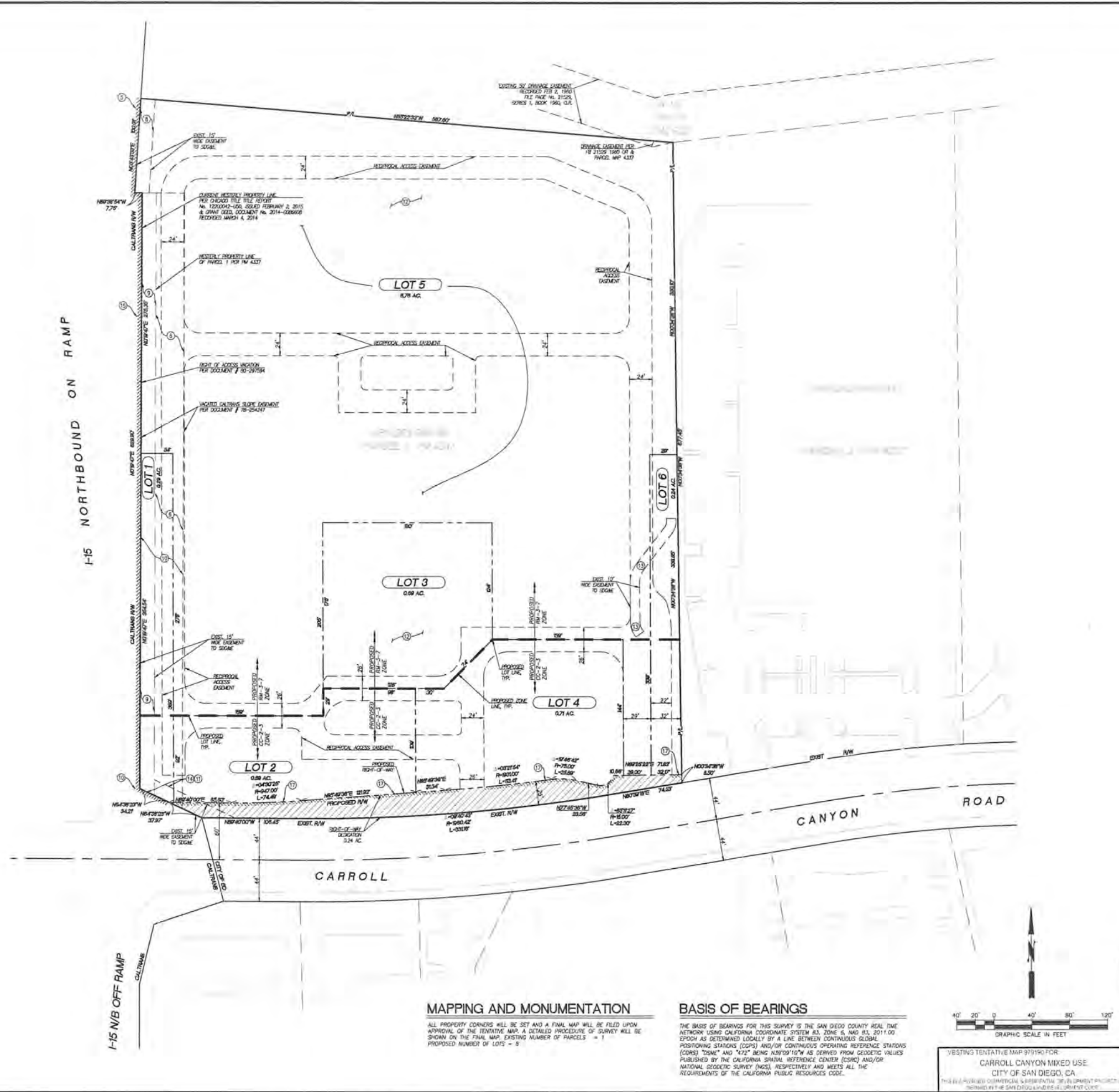
REVISION 10	09/30/16
REVISION 9	06/10/16
REVISION 8	10/05/15
REVISION 7	02/18/15
REVISION 6	07/29/13
REVISION 5	05/28/13
REVISION 4	05/02/13
REVISION 3	04/07/13
REVISION 2	12/20/12
REVISION 1	07/30/12

VESTING TENTATIVE MAP 979193 FOR  
 CARROLL CANYON MIXED USE  
 CITY OF SAN DIEGO, CA  
THIS IS A PLANNED COMMERCIAL & RESIDENTIAL DEVELOPMENT PROJECT AS DERIVED IN THE SAN DIEGO LAND DEVELOPMENT CODE

PROJECT ADDRESS  
 935 CARROLL CANYON ROAD  
 SAN DIEGO, CA 92177

SHEET No. / TITLE  
**EXISTING CONDITIONS**  
 SHEET 2 OF 8

ORIGINAL DATE 11/24/14



**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / TR BOUNDARY	—
PROPOSED RIGHT-OF-WAY	- - - -
PROPOSED LOT LINE	— · — · — ·
PROPOSED ZONE LINE	— · — · — ·
EASEMENT	— · — · — ·
CALTRANS ACCESS RESTRICTION	////
RIGHT-OF-WAY DEDICATION	////
CITY ACCESS REALIGNMENT	////

- NOTES:**
1. LOTS 1, 2, 3, 4, 5, & 6 SHALL GRANT RECIPROCAL ACCESS EASEMENTS (REA) IN FAVOR OF ALL OTHER LOTS WITHIN THE PROJECT SITE.
  2. THE REA WOULD BE EXPLANATORY OF COMMON USES AND MAINTENANCE RESPONSIBILITIES SHARED AMONGST ALL LOTS WITHIN THE SUBDIVISION.
  3. VESTING TENTATIVE MAP APPROVAL NUMBER 279190.
  4. NUMBER OF EXISTING LOTS = 1.
  5. NUMBER OF PROPOSED LOTS = 6.

**LOT SUMMARY TABLE**

LOT NO.	AREA
1	0.29 AC
2	0.88 AC
3	0.69 AC
4	0.71 AC
5	6.78 AC
6	0.24 AC
N/W DEDICATION	0.24 AC
TOTAL	9.52 AC

**ZONING**

EXISTING -	9.52 ACRES IP-3-1
PROPOSED -	7.71 ACRES RM-3-7
	1.57 ACRES CC-2-3

**EASEMENT TABLE**

①	EASEMENT DESCRIPTION DATA	DOCUMENT No.	PLOTTED	VACATED OR QUITCLAIMED	
①	PIPELINE EASEMENT	BOOK 194 PAGE 424	NO		LOCATION UNKNOWN
②	RIGHT OF ACCESS VACATION	75-075319	NO		CALTRANS
③	SLOPE RIGHTS EASEMENT	73-220186	YES	VACATED	VACATED
④	COVENANTS CONDITIONS & RESTRICTION	74-209620	NO		
⑤	SODAE PUBLIC UTILITIES EASEMENT	75-275527	YES		GAS MAIN
⑥	SODAE PUBLIC UTILITIES EASEMENT	75-238674	YES		GAS MAIN
⑦	RIGHT OF ACCESS VACATION	78-254287	YES		CALTRANS
⑧	ACCESS EASEMENT	78-025247	YES		SODAE
⑨	SODAE PUBLIC UTILITIES EASEMENT	78-389040	NO		BLANKET ACCESS
⑩	SODAE PUBLIC UTILITIES EASEMENT	78-500776	YES	QUITCLAIMED	ON-SITE ELECTRICAL
⑪	SODAE PUBLIC UTILITIES EASEMENT	80-0297578	YES		SODAE ACCESS
⑫	RIGHT OF ACCESS VACATION	80-297594	NO		
⑬	COVENANTS, CONDITIONS & RESTRICTION	80-425843	NO		
⑭	PROPOSED RESTRICTED ACCESS TO THE CITY OF SAN DIEGO		YES		
⑮	DRAINAGE EASEMENT	PM 4337	YES		

**LEGAL DESCRIPTION**

PARCEL A:  
 PARCEL 1 OF PARCEL MAP NO. 4337, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF IN BOOK OF PARCEL MAPS FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, BEING A DIVISION OF LOTS 1, 2 AND 7 OF SCHEMATIC MIRAMAR RANCH BUSINESS PARK, ACCORDING TO MAP THEREOF NO. 7950 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE ALONG THE WESTERLY BOUNDARY OF SAID PARCEL 1 NORTH 00°20'34" EAST, 23.45 FEET; THENCE LEAVING SAID WESTERLY BOUNDARY SOUTH 84°37'34" EAST, 55.19 FEET, TO THE SOUTHERLY BOUNDARY OF SAID PARCEL 1; THENCE ALONG SAID SOUTHERLY BOUNDARY, NORTH 89°40'29" WEST, 50.19 FEET TO THE POINT OF BEGINNING.

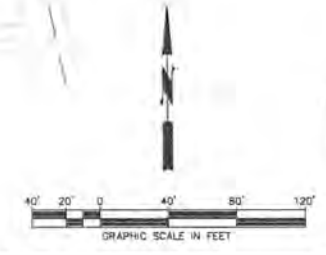
PARCEL B:  
 A STRIP OF LAND 15.00 FEET WIDE OVER AND ACROSS A PORTION OF SECTION 5, TOWNSHIP 15 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO OFFICIAL PLAT THEREOF, SAID STRIP OF LAND CONTAINED WITHIN LAND DESCRIBED IN DEED TO THE STATE OF CALIFORNIA RECORDED AUGUST 8, 1973 AS FILE NO. 73-220186 OF OFFICIAL RECORDS, SAID 15.00 FEET STRIP OF LAND DESCRIBED AS FOLLOWS:  
 COMMENCING AT THE NORTHWEST CORNER OF SAID DEED, SAID CORNER ALSO BEING ON THE NORTH LINE OF SAID SECTION 5; THENCE ALONG THE NORTH BOUNDARY OF SAID SOUTH 89°30'01" EAST, 7.75 FEET TO THE TRUE POINT OF BEGINNING, THENCE ALONG THE FOLLOWING NUMBERED COURSES: (1) CONTINUING ALONG SAID NORTH BOUNDARY SOUTH 89°30'01" EAST, 15.00 FEET TO THE NORTHEAST CORNER OF SAID DEED, (2) ALONG THE EAST BOUNDARY OF SAID DEED, ALSO BEING THE WEST BOUNDARY OF PARCEL 1 OF PARCEL MAP NO. 4337 RECORDED DECEMBER 29, 1975 AS FILE NO. 75-38111 OF OFFICIAL RECORDS, SOUTH 00°03'04" WEST, 83.67 FEET TO A POINT DISTANT 23.45 FEET ALONG SAID WEST BOUNDARY FROM THE SOUTHWEST CORNER OF SAID PARCEL MAP (3) THENCE LEAVING SAID BOUNDARY NORTH 84°37'34" WEST, 16.55 FEET, (4) ALONG A LINE THAT IS PARALLEL AND 15.00 FEET WESTERLY AT RIGHT ANGLES TO SAID BOUNDARY, NORTH 00°20'34" EAST, 68.68 FEET TO THE TRUE POINT OF BEGINNING.

**MAPPING AND MONUMENTATION**

ALL PROPERTY CORNERS WILL BE SET AND A FINAL MAP WILL BE FILED UPON APPROVAL OF THE TENTATIVE MAP. A DETAILED PROCEDURE OF SURVEY WILL BE SHOWN ON THE FINAL MAP. EXISTING NUMBER OF PARCELS = 1  
 PROPOSED NUMBER OF LOTS = 6

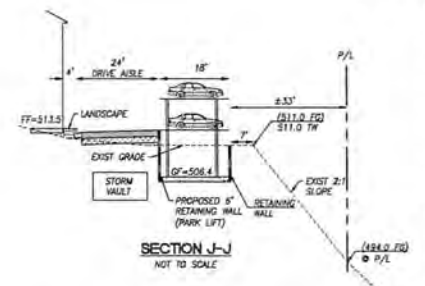
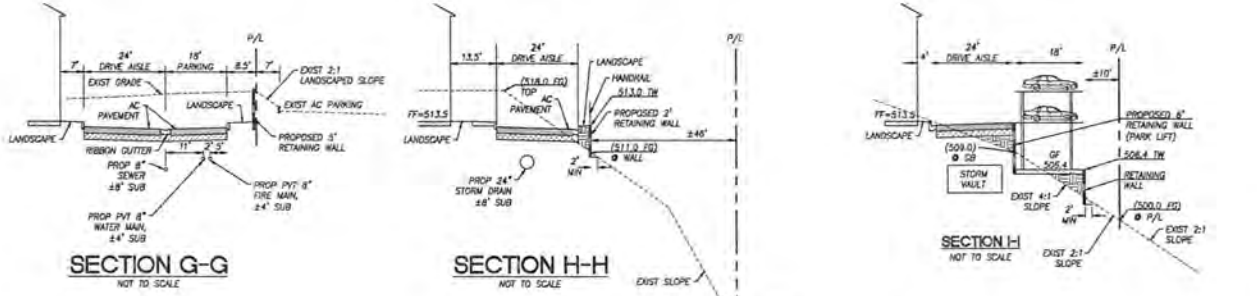
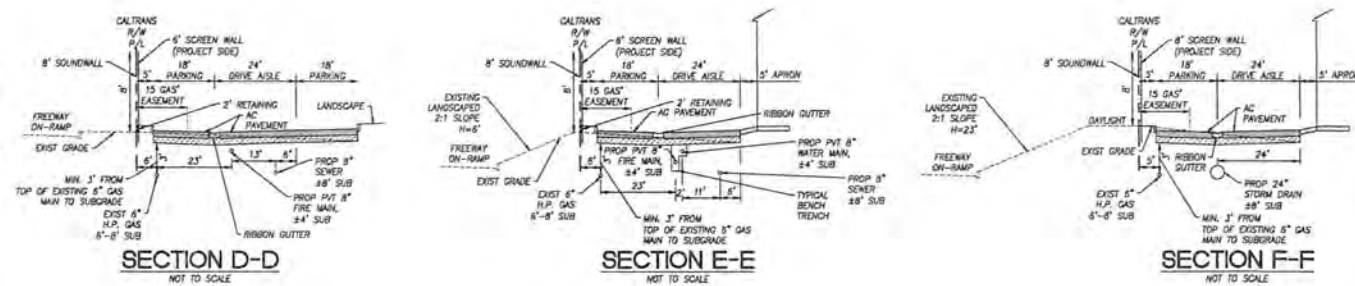
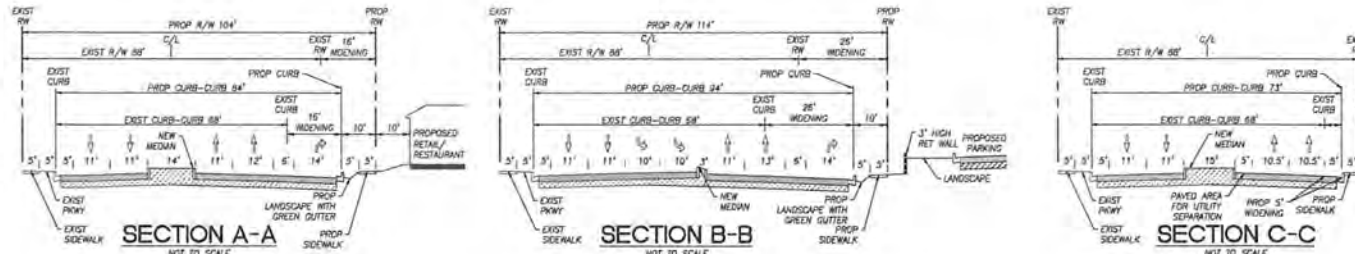
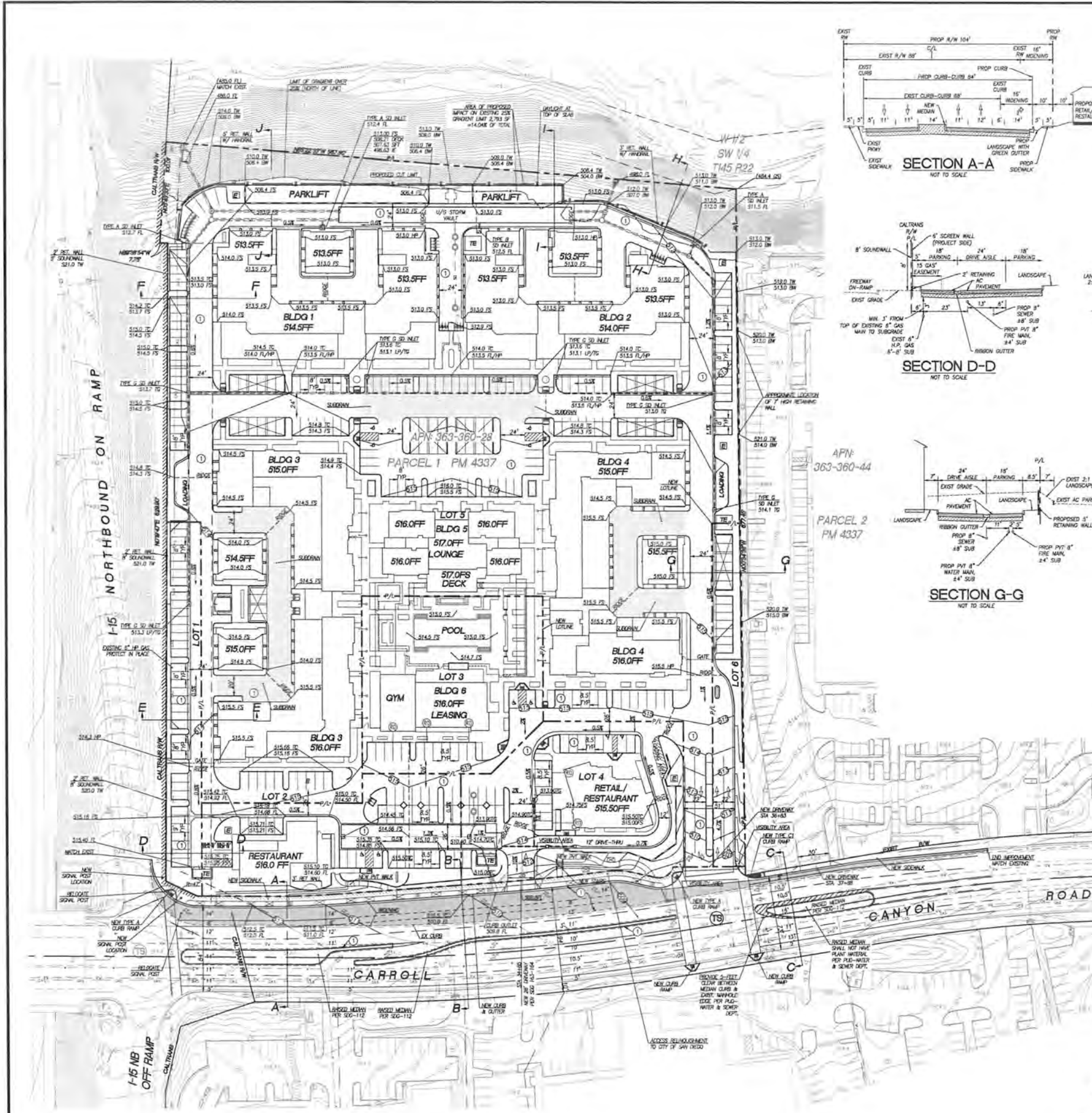
**BASIS OF BEARINGS**

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAN DIEGO COUNTY REAL TIME NETWORK USING CALIFORNIA COORDINATE SYSTEM 83, ZONE 5, NAD 83, 2011.00 EPOCH AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS GLOBAL POSITIONING STATIONS (CGPS) AND/OR CONTINUOUS OPERATING REFERENCE STATIONS (CORS) "TSMC" AND "472" BEING NAD 83/2011.00 AS DERIVED FROM GEOIDETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY AND MEETS ALL THE REQUIREMENTS OF THE CALIFORNIA PUBLIC RESOURCES CODE.



	PREPARED BY <b>PASCO LARET SUITER &amp; ASSOCIATES</b> CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING 538 North Highway 181, Ste A, Solano Beach, CA 92075 ph 858.359.8212   fx 858.359.4812   plase@plaser.com	REVISION 10: 09/30/16 REVISION 9: 06/10/16 REVISION 8: 10/05/15 REVISION 7: 02/18/15 REVISION 6: 07/29/13 REVISION 5: 05/29/13 REVISION 4: 05/02/13 REVISION 3: 04/07/13 REVISION 2: 12/20/12 REVISION 1: 07/30/12
	PROJECT ADDRESS: 9890 CARROLL CANYON ROAD SAN DIEGO, CA 92177	SHEET NO. / TITLE 3 / LOTTING PLAN



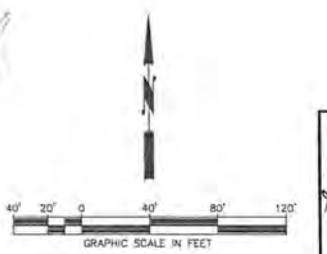


**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / RIGHT-OF-WAY	---
EASEMENT	---
EXISTING CONTOUR	~
PROPOSED CONTOUR	~
CUT/FILL SLOPE (2:1 MAX)	V V V
TOP OF CURB ELEVATION	38.00 EL
LOWNESS ELEVATION	38.00 EL
FINISH SURFACE ELEVATION	38.00 FAS
FINISH GRADE ELEVATION	38.00 FAS
EXISTING ELEVATION	38.00
FLOW DIRECTION AND SLOPE	2.0%
6" CONC. CURB	---
6" CONC. CURB & GUTTER	---
PROPOSED STORM DRAIN (SEE SHEET 3)	---
PEDESTRIAN RAMP TYPE A	---
NEW AC PAVEMENT	---
NEW PERMEABLE PAVEMENT	---
NEW PLANTING AREA	PM
EXISTING SIGNALIZED INTERSECTION	TS
PROPOSED SIGNALIZED INTERSECTION	TS
TREE PLANTER OR STREET TREE (40' MINIMUM HOOT ZONE)	---
VISIBILITY AREA PER LOC 113.0273(9)33	---
VISIBILITY AREA NOTE: NO TREES / SHRUBS, STRUCTURES OR WALLS HIGHER THAN 36" IN HEIGHT ARE PERMITTED IN THE VISIBILITY AREA OF THE PROPOSED DRIVEWAYS AND STREET INTERSECTION	---

**PRELIMINARY PAVING SECTION**

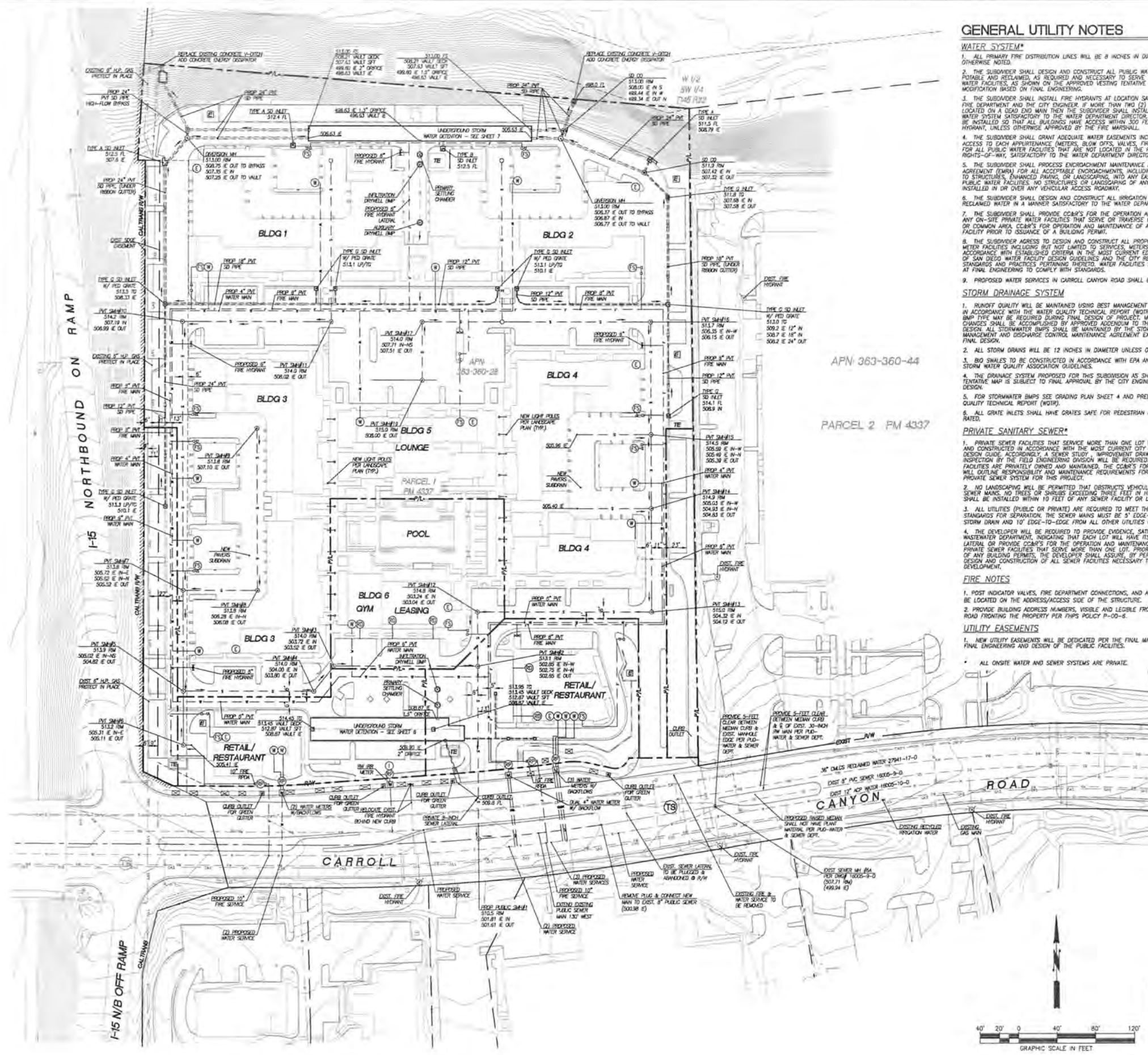
PUBLIC STREET SECTION PER PAVEMENT DESIGN STANDARDS SCHEDULE "A", 500-113.  
 AC PAVEMENT ON PARKING AREA, 4" AC ON 8" CRUSHED MISCELLANEOUS BASE.  
 AC PAVEMENT ON DRIVE AISLE, 6" AC ON 12" CRUSHED MISCELLANEOUS BASE.  
 PAVERS, 6" THICK PAVEMENT BLOCKS ON 15" CRUSHED MISCELLANEOUS BASE.



PREPARED BY:  
**PASCO LARET SUITER & ASSOCIATES**  
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 315 North Highway 101, Ste A, Solana Beach, CA 92075  
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REVISION 2:	12/20/12
REVISION 1:	07/30/12





**GENERAL UTILITY NOTES**

- WATER SYSTEM\***
1. ALL PRIMARY FIRE DISTRIBUTION LINES WILL BE 8 INCHES IN DIAMETER UNLESS OTHERWISE NOTED.
  2. THE SUBDIVIDER SHALL DESIGN AND CONSTRUCT ALL PUBLIC WATER FACILITIES, BOTH POTABLE AND RECLAIMED, AS REQUIRED AND NECESSARY TO SERVE THIS DEVELOPMENT WATER FACILITIES, AS SHOWN ON THE APPROVED VESTING TENTATIVE MAP MAY REQUIRE MODIFICATION BASED ON FINAL ENGINEERING.
  3. THE SUBDIVIDER SHALL INSTALL FIRE HYDRANTS AT LOCATION SATISFACTORY TO THE FIRE DEPARTMENT AND THE CITY ENGINEER. IF MORE THAN TWO (2) FIRE HYDRANTS ARE LOCATED ON A DEAD END MAIN THEN THE SUBDIVIDER SHALL INSTALL A REDUNDANT WATER SYSTEM SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR. FIRE HYDRANTS WILL BE INSTALLED SO THAT ALL BUILDINGS HAVE ACCESS WITHIN 300 FEET TO AT LEAST ONE HYDRANT, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL.
  4. THE SUBDIVIDER SHALL GRANT ADEQUATE WATER EASEMENTS INCLUDING VEHICULAR ACCESS TO EACH APPURTENANCE, METERS, BLOW OFFS, VALVES, FIRE HYDRANTS, ETC.), FOR ALL PUBLIC WATER FACILITIES THAT ARE NOT LOCATED IN THE PUBLIC RIGHTS-OF-WAY, SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR.
  5. THE SUBDIVIDER SHALL PROCESS ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT (EMRA) FOR ALL ACCEPTABLE ENCROACHMENTS, INCLUDING BUT NOT LIMITED TO STRUCTURES, ENHANCED PAVING, OR LANDSCAPING, INTO ANY EASEMENT CONTAINING PUBLIC WATER FACILITIES, NO STRUCTURES OR LANDSCAPING OF ANY KIND SHALL BE INSTALLED IN OR OVER ANY VEHICULAR ACCESS ROADWAY.
  6. THE SUBDIVIDER SHALL DESIGN AND CONSTRUCT ALL IRRIGATION SYSTEMS TO UTILIZE RECLAIMED WATER IN A MANNER SATISFACTORY TO THE WATER DEPARTMENT DIRECTOR.
  7. THE SUBDIVIDER SHALL PROVIDE CC&B'S FOR THE OPERATION AND MAINTENANCE OF ANY ON-SITE PRIVATE WATER FACILITIES THAT SERVE OR TRAVEL MORE THAN ONE LOT OR COMMON AREA, CC&B'S FOR OPERATION AND MAINTENANCE OF ANY PRIVATE WATER FACILITY PRIOR TO ISSUANCE OF A BUILDING PERMIT.
  8. THE SUBDIVIDER AGREES TO DESIGN AND CONSTRUCT ALL PROPOSED PUBLIC WATER METER FACILITIES INCLUDING BUT NOT LIMITED TO SERVICES, METERS, AND EASEMENT, IN ACCORDANCE WITH ESTABLISHED CRITERIA IN THE MOST CURRENT EDITION OF THE CITY OF SAN DIEGO WATER FACILITY DESIGN QUALITY REGULATION AND THE CITY REGULATORY STANDARDS AND PRACTICES PERTAINING THERETO. WATER FACILITIES SHALL BE MODIFIED AT FINAL ENGINEERING TO COMPLY WITH STANDARDS.
  9. PROPOSED WATER SERVICES IN CARROLL CANYON ROAD SHALL BE 2.5' APART.
- STORM DRAINAGE SYSTEM**
1. RUNOFF QUALITY WILL BE MAINTAINED USING BEST MANAGEMENT PRACTICES (BMPs) IN ACCORDANCE WITH THE WATER QUALITY TECHNICAL REPORT (WQTR). MODIFICATION OF BMPs MAY BE REQUIRED DURING FINAL DESIGN OF PROJECT. MODIFICATIONS OR CHANGES SHALL BE ACCOMPLISHED BY APPROVED ADDENDUM TO THE WQTR AT FINAL DESIGN. ALL STORMWATER BMPs SHALL BE MAINTAINED BY THE STORM WATER MANAGEMENT AND DISCHARGE CONTROL MAINTENANCE AGREEMENT EXECUTED WITH THE FINAL DESIGN.
  2. ALL STORM DRAINS WILL BE 12 INCHES IN DIAMETER UNLESS OTHERWISE NOTED.
  3. BIO SWALES TO BE CONSTRUCTED IN ACCORDANCE WITH EPA AND/OR CALIFORNIA STORM WATER QUALITY ASSOCIATION GUIDELINES.
  4. THE DRAINAGE SYSTEM PROPOSED FOR THIS SUBDIVISION AS SHOWN ON THE VESTING TENTATIVE MAP IS SUBJECT TO FINAL APPROVAL BY THE CITY ENGINEER DURING FINAL DESIGN.
  5. FOR STORMWATER BMPs SEE GRADING PLAN SHEET 4 AND PRELIMINARY WATER QUALITY TECHNICAL REPORT (WQTR).
  6. ALL GRATE INLETS SHALL HAVE GRATES SAFE FOR PEDESTRIAN AND ARE TRAFFIC RATED.
- PRIVATE SANITARY SEWER\***
1. PRIVATE SEWER FACILITIES THAT SERVICE MORE THAN ONE LOT WILL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT CITY OF SAN DIEGO SEWER DESIGN GUIDE. ACCORDINGLY, A SEWER STUDY, IMPROVEMENT DRAWINGS, AND INSPECTION BY THE FIELD ENGINEERING DIVISION WILL BE REQUIRED. ALL SEWERAGE FACILITIES ARE PRIVATELY OWNED AND MAINTAINED. THE CC&B'S FOR THIS DEVELOPMENT WILL OUTLINE RESPONSIBILITY AND MAINTENANCE REQUIREMENTS FOR THIS ON-SITE PRIVATE SEWER SYSTEM FOR THIS PROJECT.
  2. NO LANDSCAPING WILL BE PERMITTED THAT OBSTRUCTS VEHICULAR ACCESS TO THE SEWER MAINS. NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN 10 FEET OF ANY SEWER FACILITY OR LATERALS.
  3. ALL UTILITIES (PUBLIC OR PRIVATE) ARE REQUIRED TO MEET THE CITY'S DESIGN STANDARDS FOR SEPARATION. THE SEWER MAINS MUST BE 5' EDGE-TO-EDGE FROM STORM DRAIN AND 10' EDGE-TO-EDGE FROM ALL OTHER UTILITIES OR IMPROVEMENTS.
  4. THE DEVELOPER WILL BE REQUIRED TO PROVIDE EVIDENCE, SATISFACTORY TO THE WASTEWATER DEPARTMENT, INDICATING THAT EACH LOT WILL HAVE ITS OWN SEWER LATERAL OR PROVIDE CC&B'S FOR THE OPERATION AND MAINTENANCE OF ON-SITE PRIVATE SEWER FACILITIES THAT SERVE MORE THAN ONE LOT. PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT, THE DEVELOPER SHALL ASSURE, BY PERMIT AND BOND, THE DESIGN AND CONSTRUCTION OF ALL SEWER FACILITIES NECESSARY TO SERVE THIS DEVELOPMENT.
- FIRE NOTES**
1. POST INDICATOR VALVES, FIRE DEPARTMENT CONNECTIONS, AND ALARM BELLS ARE TO BE LOCATED ON THE ADDRESS/ACCESS SIDE OF THE STRUCTURE.
  2. PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER PHPS POLICY P-00-6.
- UTILITY EASEMENTS**
1. NEW UTILITY EASEMENTS WILL BE DEDICATED PER THE FINAL MAP BASED ON THE FINAL ENGINEERING AND DESIGN OF THE PUBLIC FACILITIES.
- \* ALL ON-SITE WATER AND SEWER SYSTEMS ARE PRIVATE.

**LEGEND**

ITEM	SYMBOL
PROPERTY LINE / RIGHT-OF-WAY	---
EXISTING EASEMENT	---
8" COIC CURB	---
8" COIC CURB & CUTTER	---
HYDRANT BUMP	---
EXISTING PUBLIC WATER MAIN	---
EXISTING PUBLIC SANITARY SEWER MAIN	---
EXISTING FIRE HYDRANT ASSEMBLY	---
PROPOSED FIRE HYDRANT ASSEMBLY	---
EXISTING SEWER MANHOLE	---
PROPOSED SEWER MANHOLE (DW)	---
PROPOSED PRIVATE WATER MAIN	---
PROPOSED PRIVATE SANITARY SEWER MAIN, W/ ONE GRATE	---
PROPOSED STORM DRAIN	---
EXISTING STORM DRAIN INLET	---
PROPOSED STORM DRAIN INLET	---
EXISTING GATE VALVE	---
EXISTING GATE VALVE	---
PROPOSED DRAIN TRAP	---
FIRE SERVICE	---
WATER SERVICE	---
BACKFLOW PREVENTION DEVICE	---
SEWER SERVICE	---
BUILDING ELECTRIC CONNECTION	---
EXISTING SWALLOWED INTERSECTION	---
PROPOSED SWALLOWED INTERSECTION	---
PROPOSED LIGHT STANDARD	---
PROPOSED ELECTRICAL TRANSFORMER	---
PROPOSED TRASH ENCLOSURE	---
PROPOSED STREET TREE LOCATION (10 FT. ROOT ZONE)	---

**TREE SEPARATION NOTE**

**VISIBILITY AREA NOTE:**  
NO FENCES / SHRUBS / STRUCTURES OR WALLS HIGHER THAN 36" IN HEIGHT ARE PERMITTED IN THE VISIBILITY AREA OF THE PROPOSED DRIVEWAYS AND STREET INTERSECTION.

(PER LDC SECTION 142.0409 & TABLE 142-040)

IMPROVEMENTS	MINIMUM DISTANCE TO STREET TREE
TRAFFIC SIGNALS/STOP SIGN	20 FEET
UNDERGROUND UTILITY LINES (EXCEPT SEWER)	5 FEET
SEWER	10 FEET
ABOVE GROUND UTILITY STRUCTURE	10 FEET
DRIVEWAYS	10 FEET
INTERSECTIONS (INTERSECTING LINES OF 2 STREETS)	25 FEET

**BENCH TRENCH**

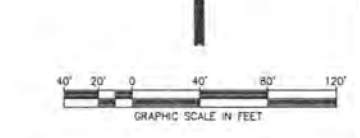
SEE SECTION E-E ON SHEET 4 FOR TYPICAL BENCH TRENCH ON PRIVATE WATER AND FIRE LINES.

**BACKFLOW PREVENTION**

ALL WATER SERVICES TO THE SITE, INCLUDING DOMESTIC, IRRIGATION AND FIRE, WILL REQUIRE PRIVATE, ABOVE GROUND BACK FLOW PREVENTION DEVICES (BFPDs). BFPDs SHALL BE LOCATED ON PRIVATE PROPERTY, IN LINE WITH THE SERVICE AND IMMEDIATELY ADJACENT TO THE RIGHT-OF-WAY. THE REQUIRED BFPDs TO BE LOCATED BELOW GRADE OR WITHIN THE STRUCTURE.

**PRIVATE SEWER LATERALS**

ALL PRIVATE SEWER LATERALS WILL REQUIRE AN ENCROACHMENT, MAINTENANCE AND REMOVAL AGREEMENT (EMRA).



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REVISION 1	07/30/12

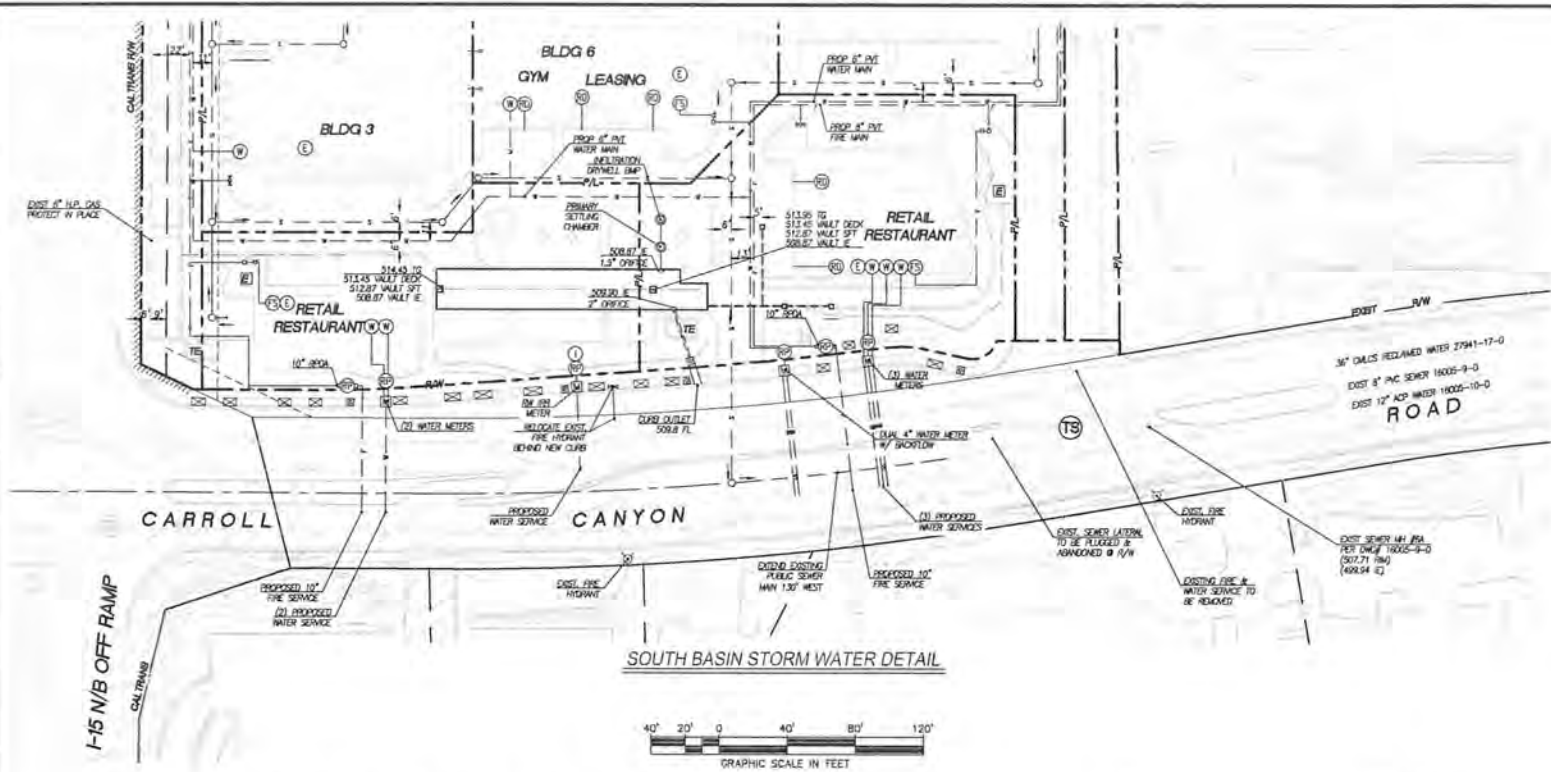
VESTING TENTATIVE MAP 979190 FOR  
CARROLL CANYON MIXED USE  
CITY OF SAN DIEGO, CA

PROJECT ADDRESS:  
1810 CARROLL CANYON ROAD  
SAN DIEGO, CA 92177

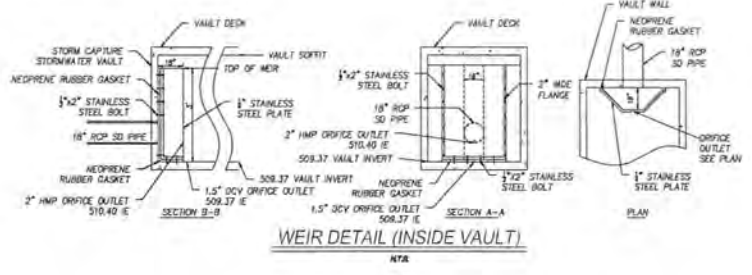
SHEET No. TITLE  
**UTILITY PLAN**  
SHEET 3 OF 8

ORIGINAL DATE: 11/24/14

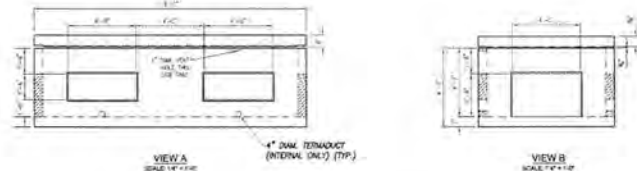




SOUTH BASIN STORM WATER DETAIL



WEIR DETAIL (INSIDE VAULT)

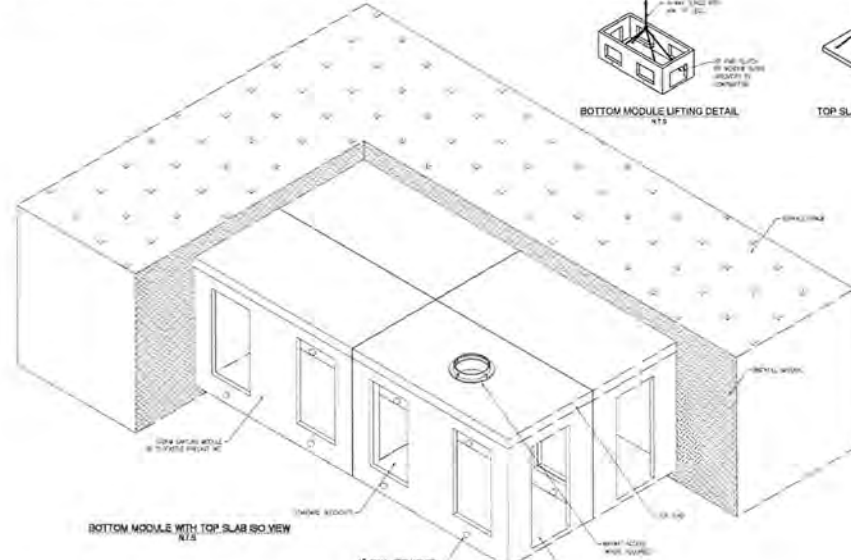


STORM CAPTURE PLAN VIEW



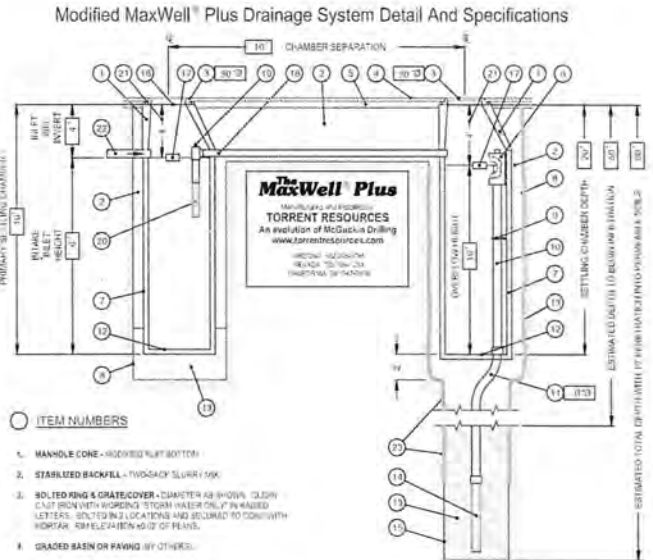
BOTTOM MODULE LIFTING DETAIL

TOP SLAB LIFTING DETAIL



BOTTOM MODULE WITH TOP SLAB 80 VIEW

1" DWM TERMOSECT (INTERNAL DRG) (TYP.)

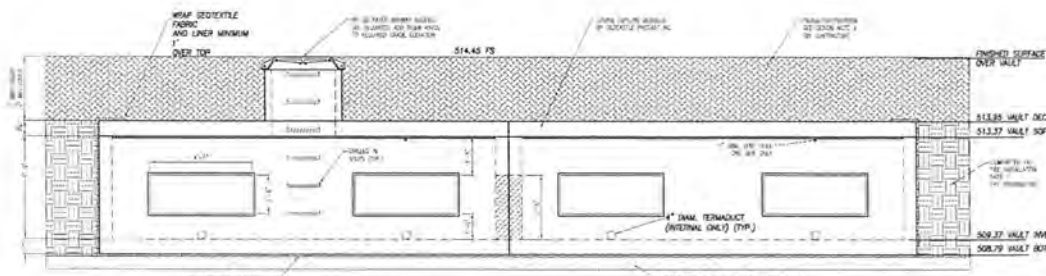


Modified MaxWell Plus Drainage System Detail And Specifications

**The MaxWell Plus**  
 MANUFACTURED BY  
**TORRENT RESOURCES**  
 An evolution of Modular Drilling  
 www.torrentresources.com

ITEM NUMBERS

1. MANHOLE CONE - 1/2" DIA. (SEE DETAIL)
2. STABILIZED BACKFILL - 1/2" DIA. (SEE DETAIL)
3. SOLID RING GASKET COVER - 1/2" DIA. (SEE DETAIL)
4. GRADED BASE OR PAVING BY OTHERS
5. COMPACTED BASE MATERIAL BY OTHERS
6. FIBERGLASS REINFORCED POLYESTER SHEET - 1/2" THICK (SEE DETAIL)
7. PRECAST LAYER - 1/2" THICK CONCRETE (SEE DETAIL)
8. MANHOLE GASKET - 1/2" DIA. (SEE DETAIL)
9. SUPPORT BRACKET - 1/2" DIA. (SEE DETAIL)
10. OVERFLOW PIPE - 1/2" DIA. (SEE DETAIL)
11. DRAINAGE PIPE - 1/2" DIA. (SEE DETAIL)
12. BASE SEAL - CONCRETE (SEE DETAIL)
13. ROCK - CLEAN AND WASHED (SEE DETAIL)
14. FILTER FABRIC - 1/2" DIA. (SEE DETAIL)
15. FABRIC SEAL - 1/2" DIA. (SEE DETAIL)
16. AIRBORNT - 1/2" DIA. (SEE DETAIL)
17. CONNECTOR PIPE - 1/2" DIA. (SEE DETAIL)
18. VENTED AIR/STAIN WEDGE WITH FLOW REGULATOR
19. BRICK SCREEN - 1/2" DIA. (SEE DETAIL)
20. FIBERGLASS REINFORCED POLYESTER SHEET - 1/2" THICK (SEE DETAIL)
21. PRECAST LAYER - 1/2" THICK CONCRETE (SEE DETAIL)
22. NON-WOVEN GEOTEXTILE SLEEVE (SEE DETAIL)



TYPICAL ELEVATION

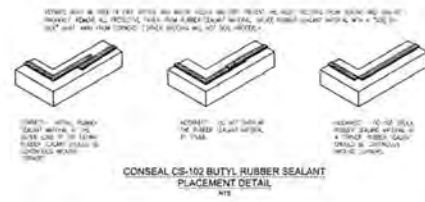
STORM CAPTURE SC1 VAULT DETAILS - 4' INSIDE DEPTH

**GENERAL NOTES:**  
 THE STORM CAPTURE SYSTEM BY OLGOCASTE PRECAST IS PART OF THE STORMWATER MANAGEMENT SYSTEM FOR THE RESPECTIVE SITE, AS PREPARED BY THE PROJECT DESIGN ENGINEER. IT IS THE RESPONSIBILITY OF THE DESIGN ENGINEER TO DETERMINE DESIGN FLOW RATES, PRE-TREATMENT AND POST-TREATMENT REQUIREMENTS, STORAGE VOLUME AND INLET AND OUTLET DESIGN. THE SOIL ANALYSIS, LOADING REQUIREMENTS, COVER HEIGHT AND MODULE SIZE DETERMINE THE FOUNDATION TYPE AND REQUIREMENTS AS STATED HEREIN. ANY VARIATIONS FOUND DURING CONSTRUCTION FROM THE DESIGN AND SYSTEM ANALYSIS MUST BE REPORTED TO THE PROJECT DESIGN ENGINEER. THE PROJECT DESIGN ENGINEER IS RESPONSIBLE FOR OBTAINING A GEOTECHNICAL ENGINEERING REPORT VERIFYING THE BEARING CAPACITY STATED IN DESIGN NOTES.

**DESIGN NOTES:**  
 1. DESIGN LOADINGS:  
 A. ASD/HS-20-44 W/ IMPACT.  
 B. DEPTH OF COVER = 4' - 5'-0".  
 C. ASSUMED WATER TABLE = BELOW BOTTOM.  
 D. EQUIVALENT FLUID PRESSURE = 45 PSF.  
 E. LATERAL LIVE LOAD SUBGRADE = 80 PSF.  
 F. NO LATERAL SUBGRADE FROM ADJACENT STRUCTURES.  
 2. CONCRETE 28 DAY COMPRESSIVE STRENGTH SHALL BE 5,000 PSI.  
 3. STEEL REINFORCEMENT: REBAR: ASTM A-615, GRADE 60.  
 4. CEMENT: ASTM C-150 SPECIFICATION.  
 5. STORM CAPTURE MODULE TYPE = DETENTION.  
 6. REQUIRED BASE LAYER DEPTH = 2" SAND BEDDING LAYER.  
 7. REQUIRED NATIVE ALLOWABLE SOIL BEARING PRESSURE = 3,000 PSF.  
 8. REFERENCE STANDARDS:  
 A. ASTM C 891  
 B. ASTM C 891  
 C. ASTM C 913  
 9. LESS THAN 5" OR GREATER THAN 5" OF COVER REQUIRES CUSTOM STRUCTURAL DESIGN AND MAY REQUIRE THICKER SUBGRADE.

**INSTALLATION NOTES:**  
 THE STORM CAPTURE MODULE SYSTEM IS TO BE INSTALLED IN ACCORDANCE WITH ASTM C891. INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES, PROJECT PLAN AND SPECIFICATIONS MUST BE FOLLOWED ALONG WITH ANY APPLICABLE REGULATIONS.  
 1. PLAN LINE, GRADE AND ELEVATIONS MUST BE FOLLOWED.  
 2. A. WHERE SPECIFIED, AN 8 OZ. NON-WOVEN GEOTEXTILE FABRIC AND WATERPROOF LAYER MUST BE USED AS A SEPARATION LAYER AROUND THE STORM CAPTURE SYSTEM.  
 B. WHERE SPECIFIED, A CONTAINMENT MEMBRANE LAYER WITH THE FOLLOWING REQUIREMENTS MUST BE USED: MIN. THICKNESS = 40 MILS. MIN. TENSILE STRENGTH = 600 LBS. HORIZONTAL DIRECTION (ASTM D2034), MIN. TENSILE STRENGTH = 1,000 PSF (ASTM D1385) AND MIN. MANUFACTURER'S WARRANTY OF 20 YEARS. WHERE THE MEMBRANE IS USED AN 8 OZ. NON-WOVEN GEOTEXTILE MUST BE PLACED ON BOTH THE INSIDE AND OUTSIDE OF THE ACTUAL CONTAINMENT MEMBRANE TO PREVENT PUNCTURES.  
 3. PENETRATIONS IN THE CONTAINMENT MEMBRANE MAY ONLY BE MADE WITH SMOOTH WALL PIPES. MAKE PENETRATIONS FOR ALL OUTLETS BEFORE MAKING PENETRATIONS FOR ANY INLETS.  
 4. ALL SUBGRADE MATERIALS IF SPECIFIED, MUST BE CLEAN, DURABLE, CRUSHED AGGREGATE COMPACTED OR ROLLED TO ACHIEVE 98% STANDARD PROCTOR DENSITY. OLGOCASTE RECOMMENDS SIZE 3/8" OR 5/8" (PER ASTM C891).  
 5. DESIGNATED EMBEDDED LIFTS MUST BE USED. USE PROPER HOODING TO ASSURE ALL LIFTS ARE EQUALLY ENGAGED WITH A MINIMUM 90 DEGREE ANGLE ON SLABS AS NOTED AND IN ACCORDANCE WITH OLGOCASTE LIFTING PROCEDURES.  
 6. MODULES MUST BE PLACED AS CLOSE TOGETHER AS POSSIBLE, AND GAPS SHALL NOT BE GREATER THAN 1/4". ALL EXTERIOR JOINTS SHALL BE COVERED WITH A MIN. 8 JOINT WRAP ON SIDES AND TOP (CS-212 CONSOLE OR EQUIVALENT). IN A CLAMHELL DESIGN INSTALL ONE ROW CS-102 CONSOLE (OR EQUIVALENT) BETWEEN PRECAST PIECES.  
 7. AUTHORIZATION SHOULD BE GIVEN BY THE PROJECT ENGINEER OR DESIGNATED PERSON PRIOR TO PLACEMENT ON BACKFILL FOR THE SYSTEM CARE SHOULD BE TAKEN DURING PLACEMENT OF BACKFILL NOT TO DISPLACE MODULES ON JOINT WRAP. BACKFILL SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY OR AS SPECIFIED, AND SHOULD NOT BE COMPACTED WITHIN 6" OF MODULE.  
 8. CONSTRUCTION EQUIPMENT EXCEEDING DESIGN LOADING SHALL NOT BE ALLOWED ON STRUCTURE.  
 9. TERMOSECTS TO BE ROLLED OUT AT SPECIFIED LOCATIONS IN FIELD BY OTHERS. SEE SITE LAYOUT FOR LOCATIONS.

**INLETS AND RISERS:**  
 ALL PIPE INLETS SHALL EXCEED ASSE MODULE A MINIMUM OF 4" PLACE A NON-SHRINK, NON-METALLIC GROUT, MIN. 3,000 PSI IN ANULAR SPACE TO ELIMINATE ALL Voids.  
**STORM CAPTURE MAINTENANCE:**  
 STORM CAPTURE MODULE - SYSTEM INSPECTION AND MAINTENANCE THE STORM CAPTURE SYSTEM CHECKS WHERE MOST OTHER SYSTEMS FAIL, INCORPORATING FEATURES PROVIDING FOR MAXIMUM SYSTEM PERFORMANCE AND LIFE CYCLE. THE STORM CAPTURE SYSTEM IS A MAJOR COMPONENT OF THE STORMWATER MANAGEMENT SYSTEM. DESIGN AND FUNCTION OF THE SYSTEM IS THE RESPONSIBILITY OF THE PROJECT ENGINEER. MAINTENANCE OF THE STORM CAPTURE IS VITAL FOR SATISFACTORY PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. PERMIT REQUIREMENTS, LOCAL, STATE AND FEDERAL REGULATIONS, ALONG WITH OLGOCASTE AND ANY INCORPORATED DEVICE MANUFACTURER RECOMMENDATIONS MUST BE FOLLOWED FOR SYSTEM COMPLIANCE. STORM CAPTURE DESIGN PROVIDES MAINTENANCE ACCESS FOR EASE OF INSPECTION AND DEBRIS REMOVAL. IF REQUIRED, FLOWING WHICH CAN CAUSE PARTICLE DISPLACEMENT, UNDERMINING, AND INTERNAL DISTURBANCE, IS NOT RECOMMENDED FOR CORREL FOUNDATION, OPEN BOTTOM SYSTEMS. FLOWING IS ACCEPTABLE IN SYSTEMS WITH CONCRETE BASES. MAINTENANCE, INTERNAL OR EXTERNAL, ARE RECOMMENDED FOR CONTROLLING, MONITORING, AND MAINTAINING THE STORM CAPTURE SYSTEM.  
 EXTERNAL INLETS ARE TYPICALLY DEVICES THAT ARE SEPARATE FROM THE STORM CAPTURE MODULES. THESE EXTERNAL DEVICES RECEIVE SITE STORMWATER AND ARE DESIGNED WITH MANWAY ACCESS FOR MAINTENANCE AND TYPICALLY INCLUDE AN INTERNAL SWAMP FOR SEDIMENT CAPTURE. EXTERNAL INLETS MAY RECEIVE SINGLE OR MULTIPLE PIPES AND INCORPORATE AN OPEN GRATED TOP WITH AN OUTLET PIPE TO THE STORM CAPTURE SYSTEM. GRATED INLETS MAY INCORPORATE PROTECTION DEVICES OR Baffles TO CAPTURE FLOTTABLES OF THE "FIRST FLUSH" - SCHEDULED INSPECTIONS AND MAINTENANCE SHOULD INCLUDE THE REMOVAL OF ANY SEDIMENTATION BUILD-UP. DEBRIS OF SEDIMENTATION BUILD-UP SHOULD NOT EXCEED 1" BELOW AN OUTLET ELEVATION. INTERNAL COMPONENTS CAN BE INCORPORATED FOR PRE-TREATMENT. MANUFACTURER RECOMMENDATIONS SHOULD BE FOLLOWED. SCHEDULED MAINTENANCE AND INSPECTION WILL INCLUDE REMOVAL OF DEBRIS BY MANUAL OR MECHANICAL MEANS.  
 MAINTENANCE MODULES (MWS) ARE OPTIONAL INTERNAL CONTROL MODULES BASED ON DESIGN PREFERENCE. MWS ARE MODULES WITH ROOF MANWAY ACCESS ORDNANCE AND PROVIDE THE PRIMARY MEANS OF ACCESS TO THE STORM CAPTURE SYSTEM FOR SCHEDULED INSPECTION AND MAINTENANCE. IN ADDITION, MWS CAN INCORPORATE WEIRS OR Baffles TO ENHANCE PROTECTION OR REMOVAL OF TOTAL SUSPENDED SOLIDS (TSS) FROM THE STORMWATER. PLACEMENT OF INTERNAL COMPONENTS MUST BE PART OF THE SYSTEM ENGINEERING AND DESIGN. GRATED INLETS CAN BE INCORPORATED TO ACCOMMODATE SURFACE STORMWATER FLOWS INTO THE STORM CAPTURE AND MAY INCLUDE AN INLET PROTECTION DEVICE. SCHEDULED INSPECTION AND MANUFACTURER RECOMMENDATIONS FOR MAINTENANCE SHOULD BE FOLLOWED.  
 STANDARD STORM CAPTURE MODULE DESIGN INCORPORATES "WINDOWS" TO ACCOMMODATE INTERNAL STORMWATER CONFORMANCE BETWEEN MODULES. STANDARD PLACEMENT IS 12" ABOVE THE INTERNAL MODULE INVERT. ANY SEDIMENT AND DEBRIS BUILD-UP OVER 8" INSIDE A MODULE SHOULD BE REMOVED BY MANUAL OR MECHANICAL MEANS. REMOVAL BY INCLAM IS RECOMMENDED.



CONSOLE CS-102 BUTYL RUBBER SEALANT PLACEMENT DETAIL



PREPARED BY:  
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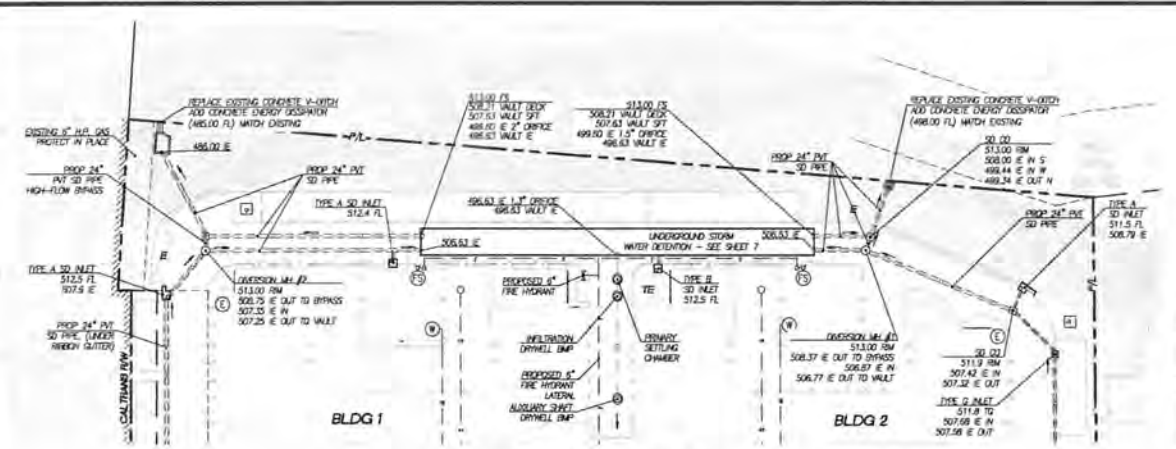
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REVISION 5	05/28/13
REVISION 4	05/02/13
REVISION 3	04/07/13
REVISION 2	12/20/12
REVISION 1	07/30/12

VESTING TENTATIVE MAP 979190 FOR  
 CARROLL CANYON MIXED USE  
 CITY OF SAN DIEGO, CA

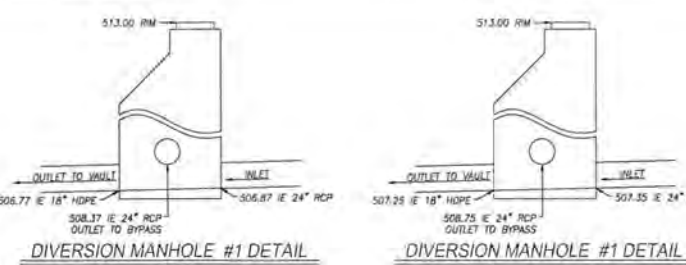
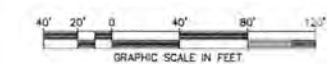
PROJECT ADDRESS:  
 9501 CARROLL CANYON ROAD  
 SAN DIEGO, CA 92177

SHEET No. TITLE  
**SOUTH BASIN  
 STORMWATER DETAIL**

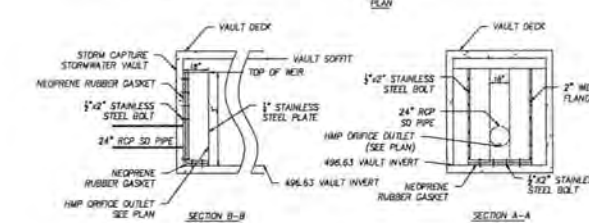
ORIGINAL DATE: 11/24/14



NORTH BASIN STORM WATER DETAIL

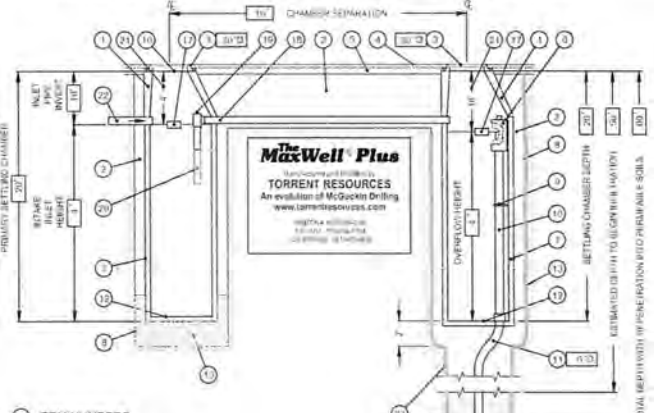


DIVERSION MANHOLE #1 DETAIL

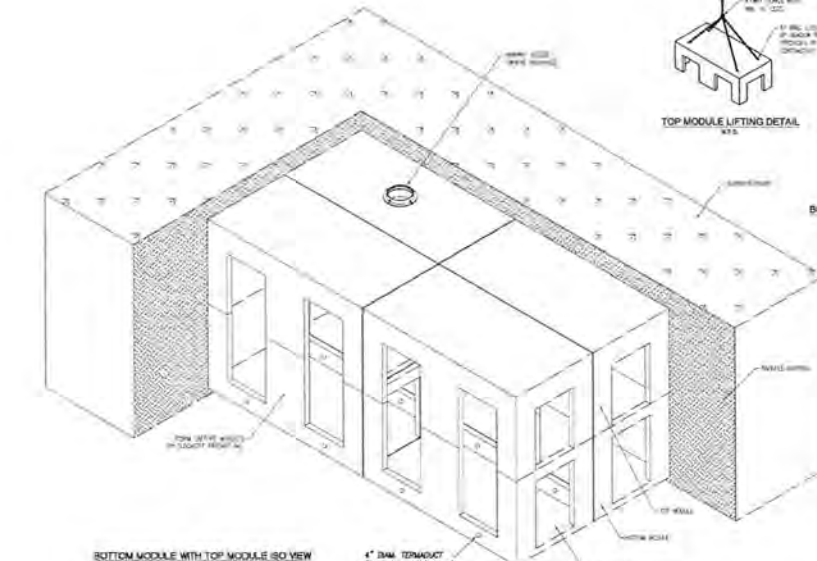


TYP. WEIR DETAIL (INSIDE VAULT)

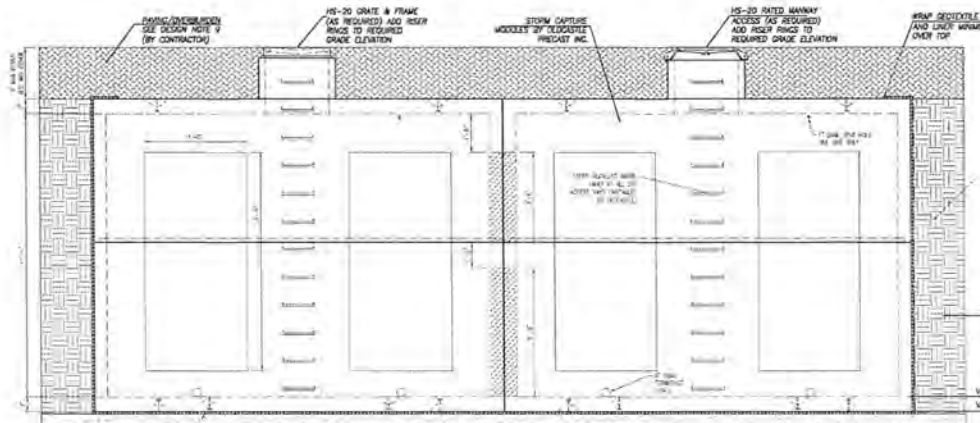
Modified MaxWell Plus Drainage System Detail And Specifications



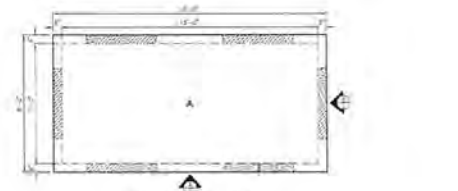
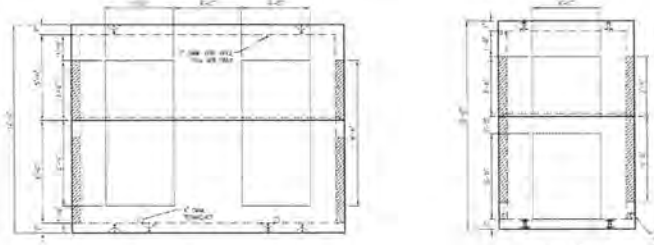
- 1. MANHOLE COME UP/GRATED FLAT BOTTOM
- 2. STABILIZED BACKFILL - PROVISION SLURRY MIX
- 3. BOLTED RING & GRADE COVER COMPILER AS APPLICABLE. SLURRY MIX WITH REINFORCING STEEL. MINIMUM 1" RING THICKNESS. BOLTED RING LOCATIONS AND REQUIRED COVER WITH FLUENTS. SEE PLAN FOR RING SIZES AND SPACING.
- 4. GRADED BASE OR PAVING BY OTHERS
- 5. COMPACTED BASE MATERIAL BY OTHERS
- 6. FURFLOID COVER SHIELD - POLYESTER OR GALV. STEEL. 1/2" LENGTH WITH 1/4" RADIUS AND 1/4" SPACING. INTERNAL 1/2" MAX. AND PLATING SPACING STEEL SCREENS 1/2" LENGTH. FURFLOID RINGING RING COATED.
- 7. PRECAST LINER - 60# PSI CONCRETE. 18" X 18" X 24" CENTER TO HOLE AND HOLE SPACING TO MATCH BEARING SURFACE.
- 8. MIN. 8" DRILLED SHAFT
- 9. SUPPORT BRACKET - FURFLOID RING. FURFLOID RING SPRAY COATED.
- 10. OVERFLOW PIPE - 18" DIA. 18" LONG TO OVERFLOW PIPE AT RISE SIDE.
- 11. DRAINAGE PIPE - 18" DIA. 18" LONG. NEW 1/4" COUPLER. SUSPEND PIPE TO RISE SIDE. COUPLER TO BE SUPPORTED BY PICKUPS ON THE RISE. COUPLER TO BE NOTED.
- 12. BASE SEAL - CONCRETE SLURRY
- 13. ROCK LAYER - 18" DIA. 18" LONG TO RISE SIDE.
- 14. FURFLOID DRAINAGE SCREEN - 1/4" X 1/4" X 1/4" COATED. 18" DIA. 18" LONG. 1/4" DIA. 18" LONG. 1/4" DIA. 18" LONG. 1/4" DIA. 18" LONG.
- 15. MIN. 1/2" SLOPE TO MAINTAIN PERMEABILITY TO WEIR SIDE
- 16. FURFLOID RING - 1/4" DIA. 18" LONG. TO BE REMOVED BY CUSTOMER AT PROJECT COMPLETION.
- 17. ASSEMBLY - HYDROPHILIC. REPRODUCTION. FURFLOID RING. CO. CARBON. 1/4" DIA. 18" LONG.
- 18. CONNECTOR PIPE - 1/4" DIA. 18" LONG.
- 19. VENTED ANTI-SIPHON IN CASE WITH FLOOD REGULATION
- 20. WEIR SCREEN - 1/4" DIA. 18" LONG. COUPLER TO BE SUPPORTED BY PICKUPS ON THE RISE. COUPLER TO BE NOTED.
- 21. FREEBOARD DEPTH VARIATION - 1/4" DIA. 18" LONG. COUPLER TO BE SUPPORTED BY PICKUPS ON THE RISE. COUPLER TO BE NOTED.
- 22. NON-WOVEN GEOTEXTILE SLEEVE - 1/4" DIA. 18" LONG. COUPLER TO BE SUPPORTED BY PICKUPS ON THE RISE. COUPLER TO BE NOTED.



3D PERSPECTIVE VIEW OF STORM CAPTURE MODULE



STORM CAPTURE SC2 VAULT DETAILS - 1' INSIDE DEPTH



STORM CAPTURE PLAN VIEW



CONCRETE CS-102 BUTYL RUBBER SEALANT PLACEMENT DETAIL

**GENERAL NOTES:**  
 THE STORM CAPTURE SYSTEM BY OLDCASTLE PRECAST IS PART OF THE STORMWATER MANAGEMENT SYSTEM FOR THE RESPECTIVE SITE, AS PREPARED BY THE PROJECT DESIGN ENGINEER. IT IS THE RESPONSIBILITY OF THE DESIGN ENGINEER TO DETERMINE DESIGN FLOW RATES, PRE-TREATMENT AND POST-TREATMENT REQUIREMENTS, STORAGE VOLUME, AND ENSURE THE FINAL DESIGN MEETS ALL CONVEYANCE AND STORAGE REQUIREMENTS. SYSTEM DESIGN AND TYPE, SOIL ANALYSIS, LEAKAGE REQUIREMENTS, COVER HEIGHT AND MIDDLE SIZE DETERMINE THE FOUNDATION TYPE AND REQUIREMENTS AS STATED HEREIN. ANY VARIATIONS FOUND DURING CONSTRUCTION FROM THE SITE AND SYSTEM ANALYSIS MUST BE REPORTED TO THE PROJECT DESIGN ENGINEER. THE PROJECT DESIGN ENGINEER IS RESPONSIBLE FOR OBTAINING A GEOTECHNICAL ENGINEERING REPORT VERIFYING THE BEARING CAPACITY STATED IN DESIGN NOTES.

**DESIGN NOTES:**  
 1. DESIGN LOADS:  
 A. ASSUME HS-20-44 W/ IMPACT.  
 B. DEPTH OF COVER = 8" - 5'-0".  
 C. ASSUMED WATER TABLE = BELOW BOTTOM.  
 D. EQUIVALENT FLUID PRESSURE = 45 PCF.  
 E. LATERAL LIVE LOAD SURCHARGE = 80 PSF.  
 F. NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES.  
 2. CONCRETE 28 DAY COMPRESSIVE STRENGTH SHALL BE 8,000 PSI.  
 3. STEEL REINFORCEMENT: REBAR: ASTM A-615, GRADE 60.  
 4. CONCRETE: ASTM C-150 SPECIFICATION.  
 5. STORM CAPTURE MODULE TYPE = DETENTION.  
 6. REQUIRED BASE LAYER DEPTH = 2" SAND BEDDING LAYER.  
 7. REQUIRED NATIVE ALLOWABLE SOIL BEARING PRESSURE = 3,000 PSF.  
 8. REFERENCE STANDARDS:  
 A. ASTM C 891  
 B. ASTM C 913  
 C. LESS THAN 4" OR GREATER THAN 5" OF COVER REQUIRES CUSTOM STRUCTURAL DESIGN AND MAY REQUIRE THICKER SUBGRADE.

**INSTALLATION NOTES:**  
 THE STORM CAPTURE MODULE SYSTEM IS TO BE INSTALLED IN ACCORDANCE WITH ASTM C891. INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES - PROJECT PLAN AND SPECIFICATIONS MUST BE FOLLOWED ALONG WITH ANY APPLICABLE REGULATIONS.  
 1. PLAN LINE, GRADE AND ELEVATIONS MUST BE FOLLOWED.  
 2. A. WHERE SPECIFIED, A NON-WOVEN GEOTEXTILE FABRIC AND WATERPROOF LAYER MUST BE USED AS A SEPARATION LAYER AROUND THE STORM CAPTURE SYSTEM.  
 B. WHERE SPECIFIED, A CONTAINMENT MEMBRANE LINER WITH THE FOLLOWING REQUIREMENTS MUST BE USED: MIN. THICKNESS = 40 MILS. MIN. TENSILE STRENGTH = 800 LBS. MOST DIRECTION (ASTM D6858), MIN. WALL BURSTING STRENGTH = 1000 PSI (ASTM D3785), AND MIN. MANUFACTURER'S WARRANTY OF 20 YEARS. WHERE THE MEMBRANE IS USED ON A 2" OR NON-WOVEN GEOTEXTILE MUST BE PLACED ON BOTH THE INSIDE AND OUTSIDE OF THE ACTUAL CONTAINMENT MEMBRANE TO PREVENT PUNCTURES.  
 3. PENETRATIONS IN THE CONTAINMENT MEMBRANE MAY ONLY BE MADE WITH SMOOTH WALL PIPES. MAKE PENETRATIONS FOR ALL OUTLETS BEFORE MAKING PENETRATIONS FOR ANY INLETS.  
 4. ALL DRAINAGE MATERIALS IF SPECIFIED MUST BE CLEAR, DRAINABLE, CRUSHED AGGREGATE COMPACTED OR ROLLED TO ACHIEVE 95% STANDARD PROCTOR DENSITY. OLDCASTLE RECOMMENDS SIZE 5/8, 5/7 (PER ASTM C33).  
 5. DESIGNATED EMBEDDED LIFTERS MUST BE USED. USE PROPER RIGGING TO ASSURE ALL LIFTERS ARE EQUALLY ENGAGED WITH MINIMUM 45 DEGREE ANGLE ON SLINGS AS NOTED AND IN ACCORDANCE WITH OLDCASTLE LIFTING PROCEDURES.  
 6. MODULES MUST BE PLACED AS CLOSE TOGETHER AS POSSIBLE, AND GAPS SHALL NOT BE GREATER THAN 1/4". ALL EXTERIOR SYSTEM JOINTS SHALL BE COVERED WITH A MIN. 8 JOINT WRAP ON SIDES AND TOP (CS-212 CONSOLE OR EQUIVALENT) IN A CRASHMILL DESIGN INSTALL ONE ROW CS-102 CONSOLE (OR EQUIVALENT) BETWEEN PRECAST PIECES.  
 7. AUTHORIZATION SHOULD BE GIVEN BY THE PROJECT ENGINEER OR DESIGNATED PERSON PRIOR TO PLACEMENT ON BACKFILL FOR THE SYSTEM. CARE SHOULD BE TAKEN DURING PLACEMENT OF BACKFILL NOT TO DISPLACE MODULES OR JOINT WRAP. BACKFILL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY OR AS SPECIFIED, AND SHOULD NOT BE COMPACTED WITHIN 6" OF MODULE.  
 8. CONSTRUCTION EQUIPMENT EXCEEDING DESIGN LOADING SHALL NOT BE ALLOWED ON STRUCTURE.  
 9. TERMINATIONS TO BE KNOCKED OUT AT SPECIFIED LOCATIONS IN FIELD BY OTHERS. SEE SITE LAYOUT FOR LOCATIONS.

**INLETS AND RISERS:**  
 ALL PIPE INLETS SHALL EXCEED INSIDE MODULE A MINIMUM OF 4". PLACE A NON-SWIRLING, NON-METALLIC GROUT, MIN. 3,000 PSI IN ANULAR SPACE TO ELIMINATE ALL VOIDS.

**STORM CAPTURE MAINTENANCE:**  
 STORM CAPTURE MODULES - SYSTEM INSPECTION AND MAINTENANCE THE STORM CAPTURE SYSTEM CHECKS WHERE MOST OTHER SYSTEMS FAIL, INCORPORATING FEATURES PROVIDING FOR MAXIMUM SYSTEM PERFORMANCE AND LIFE CYCLE. THE STORM CAPTURE SYSTEM IS A MAJOR COMPONENT OF THE STORMWATER MANAGEMENT SYSTEM. DESIGN AND FUNCTION OF THE SYSTEM IS THE RESPONSIBILITY OF THE PROJECT ENGINEER. MAINTENANCE OF THE STORM CAPTURE IS VITAL FOR SATISFACTORY PERFORMANCE AND LIFE CYCLE OF THE STORMWATER MANAGEMENT SYSTEM. POINT REQUIREMENTS, LOCAL, STATE AND FEDERAL REGULATIONS, ALONG WITH OLDCASTLE AND ANY INDEPENDENT DEVICE MANUFACTURER RECOMMENDATIONS MUST BE FOLLOWED FOR SYSTEM COMPLIANCE. STORM CAPTURE DESIGN PROVIDES MAINTENANCE ACCESS FOR EASE OF INSPECTION AND DEBRIS REMOVAL. IF REQUIRED, FLOODING WHICH CAN CAUSE PARTICLE DISPLACEMENT, LONG-TERM, AND INTERNAL DISTURBANCE, IS NOT RECOMMENDED FOR GRAVEL FOUNDATION, OPEN BOTTOM SYSTEMS. FLOODING IS ACCEPTABLE IN SYSTEMS WITH CONCRETE BASES. INLET CONTROLS, INTERNAL OR EXTERNAL, ARE RECOMMENDED FOR CONTROLLING, MONITORING, AND MAINTAINING THE STORM CAPTURE SYSTEM.

**EXTERNAL INLETS ARE TYPICALLY DEVICES THAT ARE SEPARATE FROM THE STORM CAPTURE MODULES. THESE EXTERNAL DEVICES RECEIVE SPACE FROM STORMWATER AND ARE DESIGNED WITH MAINTENANCE ACCESS FOR MAINTENANCE AND TYPICALLY INCLUDE AN INTERNAL SUMP FOR SEDIMENT CAPTURE. EXTERNAL INLETS MAY RECEIVE SPACE OF WALKING PIPES AND INCORPORATE AN OPEN GRADED TOP WITH AN OUTLET PIPE TO THE STORM CAPTURE SYSTEM. GRADED INLETS MAY INCORPORATE PROTECTION DEVICES OR Baffles TO CAPTURE FLOATABLES OR THE "FIRST FLUSH." SCHEDULED INSPECTIONS AND MAINTENANCE SHOULD INCLUDE THE REMOVAL OF ANY SEDIMENTATION BUILD-UP. DEBRIS OR SEDIMENTATION BUILD-UP SHOULD NOT EXCEED 3" BELOW AN OUTLET ELEVATION. INTERNAL COMPONENTS CAN BE INCORPORATED FOR PRE-TREATMENT. MANUFACTURER RECOMMENDATIONS SHOULD BE FOLLOWED. SCHEDULED MAINTENANCE AND INSPECTION WILL INCLUDE REMOVAL OF DEBRIS BY MANUAL OR MECHANICAL MEANS.**

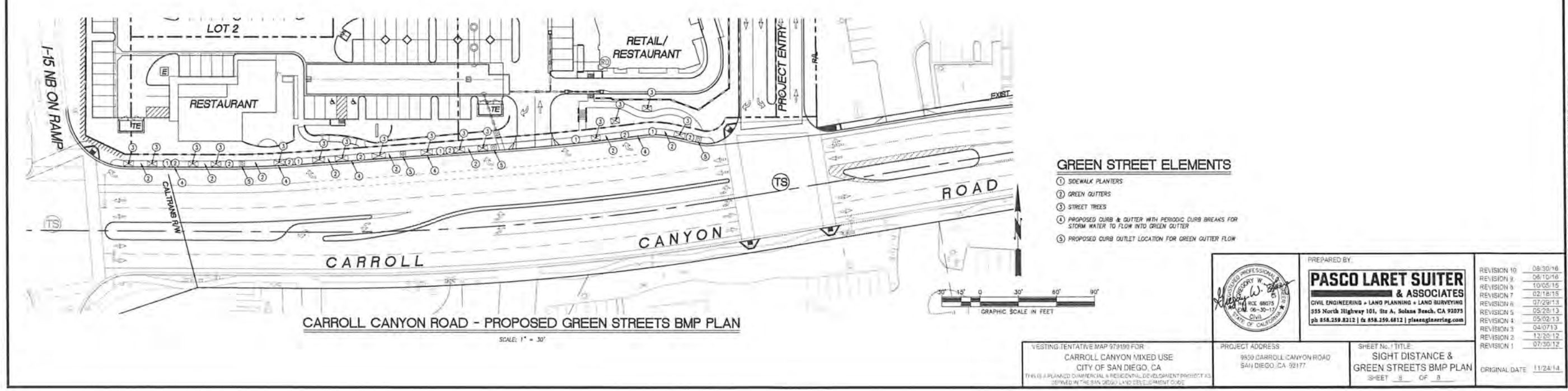
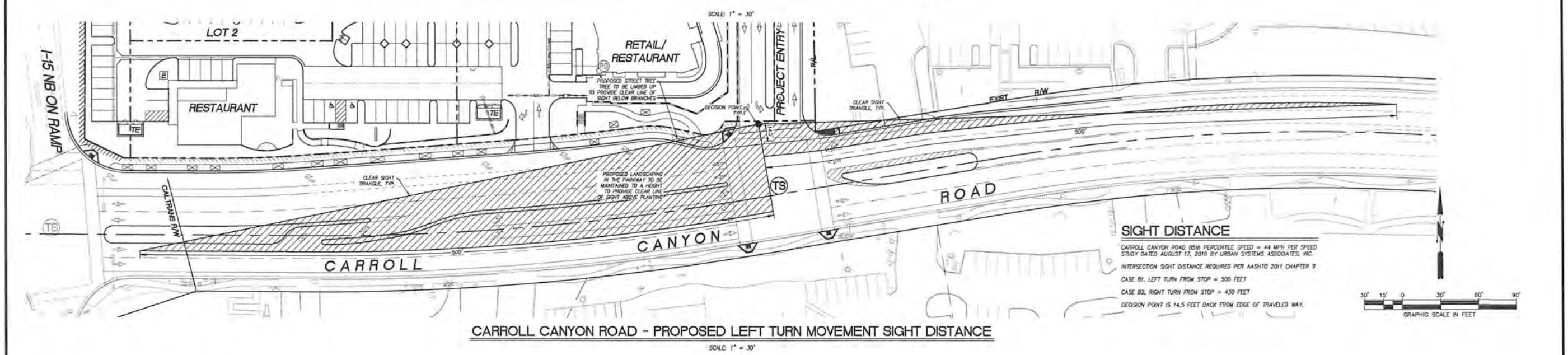
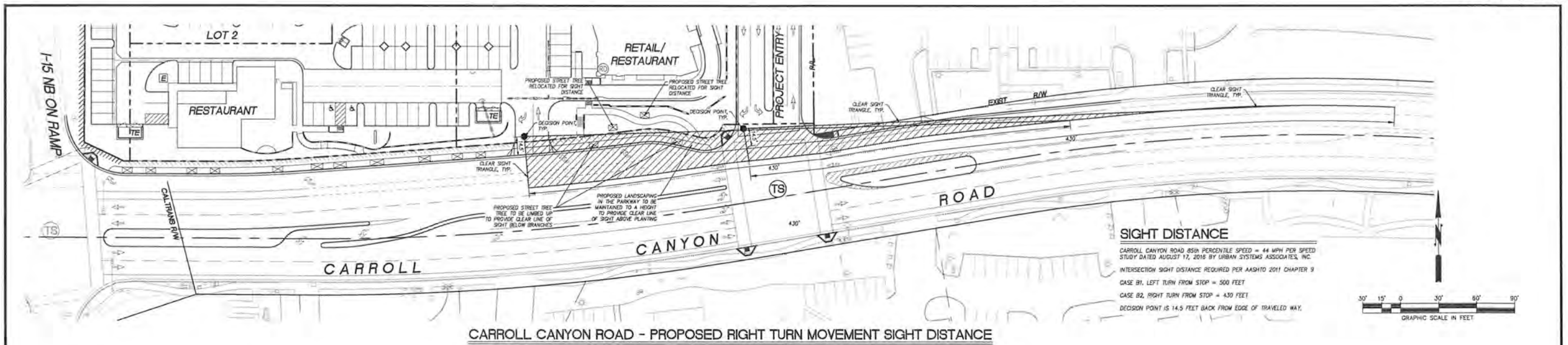
**MAINTENANCE MODULES (MWS) ARE OPTIONAL INTERNAL CONTROL MODULES BASED ON DESIGN PREFERENCE. MWS ARE MODULES WITH ROOF MAINTENANCE ACCESS DEBRIS AND PROVIDE THE PRIMARY MEANS OF ACCESS TO THE STORM CAPTURE SYSTEM FOR SCHEDULED INSPECTION AND MAINTENANCE. IN ADDITION, MWS CAN INCORPORATE WEIRS OR Baffles TO ENHANCE REDUCTION ON REMOVAL OF TOTAL SUSPENDED SOLIDS (TSS) FROM THE STORMWATER. PLACEMENT OF INTERNAL COMPONENTS MUST BE PART OF THE SYSTEM ENGINEERING AND DESIGN. GRADED INLETS CAN BE INCORPORATED TO ACCOMMODATE SURFACE STORMWATER FLOWS INTO THE STORM CAPTURE AND MAY INCLUDE AN INLET PROTECTION DEVICE. SCHEDULED INSPECTION AND MANUFACTURER RECOMMENDATIONS FOR MAINTENANCE SHOULD BE FOLLOWED.**

**STANDARD STORM CAPTURE MODULE DESIGN SHOULD BE "WOODEN" TO ACCOMMODATE INTERNAL STORMWATER CONVEYANCE BETWEEN MODULES. STANDARD PLACEMENT IS 12" ABOVE THE INTERNAL MODULE INVERT. ANY SEDIMENT AND DEBRIS BUILD-UP OVER 8" INSIDE A MODULE SHOULD BE REMOVED BY MANUAL OR MECHANICAL MEANS. REMOVAL BY VACUUM IS RECOMMENDED.**

PREPARED BY  
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 CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING  
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 ph 858.239.8212 | fx 858.239.4812 | pascoengineering.com

RESTING TENTATIVE MAP 970150-FOR  
 CARROLL CANYON MIXED USE  
 CITY OF SAN DIEGO, CA  
 PROJECT ADDRESS: 3860 CARROLL CANYON ROAD, SAN DIEGO, CA 92177  
 SHEET NO. TITLE: NORTH BASIN STORMWATER DETAIL  
 SHEET 7 OF 8  
 REVISION 10: 08/30/16  
 REVISION 9: 06/10/16  
 REVISION 8: 10/05/16  
 REVISION 7: 02/18/16  
 REVISION 6: 07/28/15  
 REVISION 5: 05/28/15  
 REVISION 4: 05/02/13  
 REVISION 3: 04/07/13  
 REVISION 2: 12/20/12  
 REVISION 1: 07/30/12  
 ORIGINAL DATE: 11/24/11





VESTING-TENTATIVE MAP 971990 FOR CARROLL CANYON MIXED USE CITY OF SAN DIEGO, CA <small>THIS IS A PLANNED DEVELOPMENT &amp; REZONING DEVELOPMENT PROJECT AS SHOWN IN THE SAN DIEGO LAND DEVELOPMENT CODE</small>	PROJECT ADDRESS 9530 CARROLL CANYON ROAD SAN DIEGO, CA 92177	SHEET No. 1 TITLE SIGHT DISTANCE & GREEN STREETS BMP PLAN SHEET 8 OF 8	PREPARED BY: <b>PASCO LARET SUITER &amp; ASSOCIATES</b> CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING 955 North Highway 101, Ste A, Solana Beach, CA 92075 ph 858.259.8212   fx 858.259.6812   <a href="http://pascoengineering.com">pascoengineering.com</a>	REVISION 10: 08/30/16 REVISION 9: 06/10/16 REVISION 8: 10/05/15 REVISION 7: 02/18/15 REVISION 6: 07/29/13 REVISION 5: 05/20/13 REVISION 4: 05/02/13 REVISION 3: 04/07/13 REVISION 2: 12/20/12 REVISION 1: 07/30/12 ORIGINAL DATE: 11/24/14
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# *Scripps Ranch Planning Group*

Scripps Ranch Community Library - Community Room  
10301 Scripps Lake Drive, San Diego, CA 92131

## **Draft Meeting Minutes for Thursday, July 6, 2017, 7:00pm.**

Call to Order. 7:02pm Non-Agenda Public Comment (2 min each). Fireworks going off on 4 July from canyon on Chamberly, request something in the newsletter, website, Facebook page, start an education campaign using volunteers to go door to door about fire Safety (cars, fireworks) will work with SRCA. B. Ilko gave update on missing person search in Scripps Ranch and East Miramar.

I. Roll Call: Gwen Bandt, Scott Hilberg, Don Ringel, Wally Wulfbeck, Bob Petering, Tamar Silverstein, Bob Ilko, Emma Lefkowitz, John Lyons, Jan Kane, Sandy Wetzel-Smith, Jenny Marshall, Ron Kelley, Marvin Miles, David Woodruff, Marc Sorensen, Marty Lorenzo, Gordon Boerner, Julie Ellis Absent: Stuart Gross

Approval of Minutes-Add J. Ellis to role call in May, editorial corrections. Minutes Approved without objections. Modifications to the Agenda: delete G concerning election results.

### II. Announcements

A. MCAS Miramar Update (Kristin Camper) Upcoming airshow in Sept 22-24<sup>th</sup>, Trying to encourage RideShare, Permits for trails process over 250 application received and issued 120 permits and denied 2 applications. Must be a full U.S. Citizen to be accepted.

B. San Diego City Councilmember Mark Kersey (Alex Vivona) Flyer sent out in his absence, see flyer for information.

C. San Diego County Supervisor Kristin Gaspar (TBA) Not present

D. California Assemblymember Brian Maienschein – 77<sup>th</sup> District (Rob Knudsen) Budget pass \$129 Billion plus \$1 billion into a rainy day fund. AB1495 Commercial Exploitation of children, allows law enforcement and D.A. to go after solicitors. Filled final spot with intern this summer from Scripps Ranch. How did BM vote on AB1069, will look it up and get back to us (Answer, Yes). Request support in the alternative routing plans of the 36 inch pipeline.

E. United States Congressman Scott Peters (Jennifer Sosa) Not present

F. Miramar Ranch North Planning Committee L. Burley

Did not meet in July, last meeting was June: MedImpact construction update, Watermark start next year first quarter. Possible tenants: Theater, Whole Foods, Urban Plates, Sephora, Starwood Hotels. Next meeting is 1 August (Cancelled).

### III. Information and Action Items:

A. Info: Update on SDG&E Electrical Transmission Line – Pomerado Road.

(Todd Voorhees, SDG&E) First vault will be set on Saturday, dig holes for vaults during the week. Project will move west to east, Installing 10 vaults on Pomerado Road. An issue has arrived with U-turns on Pomerado Road, looking for additional police presence during construction, starting the two overhead sections next week (Stonebridge and by Carroll Canyon). Concerns of not sufficient road way for installation of Gas Pipeline. The Vault size is now at: 24ft long, 12 ft wide and 14 ft deep which will be placed closer to the homes on Pomerado Road. SRPG was

originally told a smaller foot print of 24X10X8. Paid to trench <sup>ATTACHMENT 14</sup> for the entire lane, 2ft wider than the trench. 2ft deep on each side of trench, paving of the trench and not the lane. Who is responsible for the maintenance of the trench and lane? Concrete will be poured over the top of the trench.

**B. Action: Carroll Canyon Mixed Used Development (Colton Sudberry).**

Looking to go to City Council in October 2017. Subcommittee agreed 5-1 to recommend to SRPG to approve the project subject to completion of the MOU to add capacity to the North Bound Off-ramp will address with Caltrans.

Motion/2<sup>nd</sup>: B. Ilko/S. Wetzelsmith. Approve project as presented with the conditions that Caltrans and developer agree on MOU I-15 Northbound offramp at Carroll Canyon Rd, and also a "no turn or red" sign at Carroll Canyon Eastbound turn to I-15 Southbound onramp. Must be signed and fully executed before the City Council Vote. Funding from potential Stone Creek Development will support the upgrade of the bridge but this project has not yet been approved.

**Vote: 10-9-0 NOT Passed** Council Policy 600-24 and our Bylaws require majority of members, i.e. 11 / 20 for passage of community plan amendments.

**C. Action: Recommendation for Capital Improvement Projects**

Priorities: 1<sup>st</sup>. Fire Station 2<sup>nd</sup>. Stonebridge Medians 3<sup>rd</sup> and 4<sup>th</sup> Parking lots at library and lake. 5<sup>th</sup> Reconstruct Scripps Ranch Court Pedestrian Bridge. All in favor without objections: **Passed 19-0-0**

**D. Accessory Dwelling Units. Recommendation to City Council**

Place on agenda for next month after studying the issue. (Note: Special Meeting, July 20 addressed this issue.)

**IV. Reports:**

**A. SR LMD-MAD (M. Sorensen) – Update** on contract issues, joint use at high school has been shut down so it may be cut out of contract

**B. MCAS Miramar (J. Lyons) – Update** no business meeting but shared data of operations from May 2016 to May 2017.

**C. Ad Hoc Committee on Fire Safety (S. Wetzelsmith) Scripps Ranch Fire Safe Council** is voted #1 in San Diego. Currently repositioning fire equipment.

**D. Ad Hoc Committee on Chabad Educational Complex (E. Lefkowitz)** Nothing to report.

**E. Ad Hoc Committee on Carroll Canyon Center (W. Wulfeck)** See above

**F. Ad Hoc Committee on Scripps Ranch Technology Park (D. Ringel)** Nothing to report. Chairperson's Report: Renzulli project is up in the air, joint subcommittee meeting was canceled because the seller may be trying to change some of the terms.

**v. Adjourn 9:11 pm for Next Regular Meeting – August 3, 2017.**

Project Title: <b>CARROLL CANYON MIXED USE</b>	Project No. (For City Use Only)
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**Part II - To be completed when property is held by a corporation or partnership**

Legal Status (please check):

Corporation  Limited Liability -or-  General) What State? CA Corporate Identification No. 20-2670047  
 Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. Additional pages attached  Yes  No

Corporate/Partnership Name (type or print):  
Sudberry Development, Inc.

Owner  Tenant/Lessee

Street Address:  
5465 Morehouse Dr Ste 260  
 City/State/Zip:  
San Diego, CA 858-546-3000  
 Phone No: 858-546-3009 Fax No:

Name of Corporate Officer/Partner (type or print):  
Colton Sudberry

Title (type or print):  
 Signature: [Signature] Date: 5/26/11

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee

Street Address:  
 City/State/Zip:  
 Phone No: Fax No:

Name of Corporate Officer/Partner (type or print):  
 Title (type or print):  
 Signature : Date:

Corporate/Partnership Name (type or print):  
 Owner  Tenant/Lessee

Street Address:  
 City/State/Zip:  
 Phone No: Fax No:

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Name of Corporate Officer/Partner (type or print):  
 Title (type or print):  
 Signature : Date:





City of San Diego  
 Development Services  
 1222 First Ave., MS-302  
 San Diego, CA 92101  
 (619) 446-5000

# Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested:  Neighborhood Use Permit  Coastal Development Permit  
 Neighborhood Development Permit  Site Development Permit  Planned Development Permit  Conditional Use Permit  
 Variance  Tentative Map  Vesting Tentative Map  Map Waiver  Land Use Plan Amendment  Other \_\_\_\_\_

Project Title

Project No. For City Use Only

**CARROLL CANYON MIXED USE**

Project Address:

**9850 CARROLL Canyon Rd.**

**Part I - To be completed when property is held by Individual(s)**

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached  Yes  No

Name of Individual (type or print):

Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

Name of Individual (type or print):

Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

Name of Individual (type or print):

Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

Name of Individual (type or print):

Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature :

Date: